

CBW

Coach and Bus Week

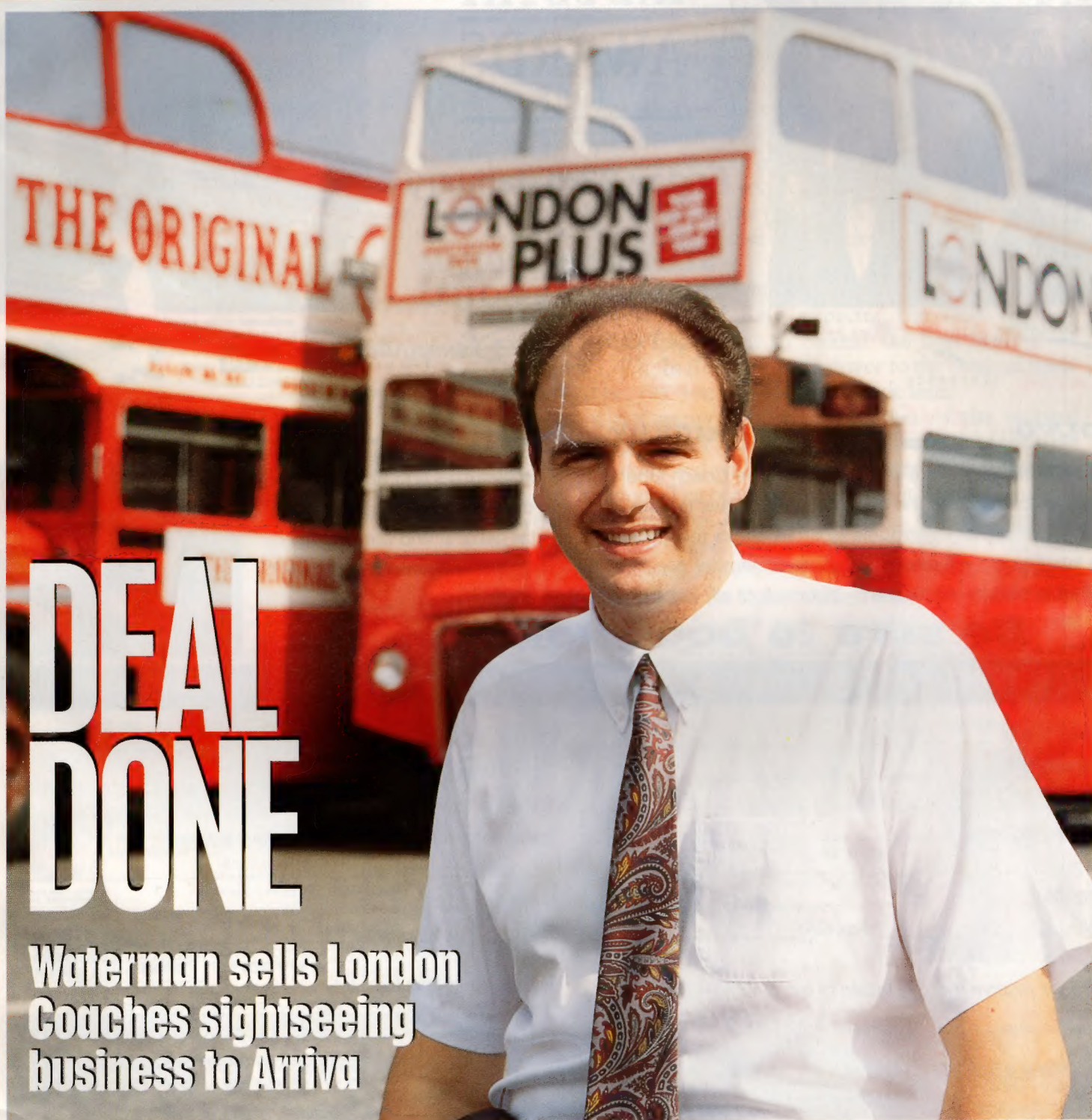
The PSV industry's news weekly Issue 299 11 December 1997

CAMPAIGN MOVES UP A GEAR

MIRA breaks seatbelt silence

IS REFURB STILL THE ANSWER?

We take a look at the options



DEAL DONE

Waterman sells London Coaches sightseeing business to Arriva

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Celebration of Excellence



COACH AND BUS WEEK

COACH INDUSTRY AWARDS

1998

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL

Friday 23rd January
1998

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25-26 March 1998
NEC, Birmingham

Supporting publication



EDITORIAL

Will lane ban folly end?

AN INTERESTING question landed on the CBW newsdesk this week when a letter from the South East Coach Operators Association sought timely clarification of the controversial issue which has been the bane of the coach industry for the last two years. It asked: "Since the outside lane ban trial ends on 31 December 1997, will coaches be free from prosecution if they use that lane on 1 January?"



We dutifully bounced this question off a few leading industry experts and the responses were predictably vague. "Good question," they said. "I've been meaning to check that one."

You will not need reminding that the outside lane ban was imposed from 1 January 1995 for a two-year trial period. Our understanding has always been that it would be reviewed and, after a review of accident records, could be repealed.

Surely the evidence of the past 23 months and 11 days has proved beyond doubt that safety is indeed jeopardised, so this folly should be ended now.

However, I have to tell you that the prognosis is not good.

Logically, you would have expected the DoT to have required a new regulation to extend the ban beyond 31 December 1997. In this case, the answer to the original question would be, yes, you can use the outside lane.

However, not many people have copies of the original amending regulation 1995/158 and recollections of the time have become confused with what the industry wanted to read into the situation. The optimistic view is that it was a ban with a two-year expiry date. On the other hand, the pessimists we asked had no doubt about their interpretation: it is a decision that will be reviewed and does not need to be renewed. Therefore, coaches will not be allowed back into the outside lane. And, if you want to become even more depressed, recognise that it could take another year before the relevant statistics can be compiled and analysed.

This latter fact was effectively confirmed by a Department of the Environment, Transport and the Regions spokeswoman who described the trial as a monitoring period and confirmed that the ban will continue without the need for any amended or additional regulation.

Her final shot is perhaps the most significant. If it is not proven that accidents have increased, the ban will continue.



MIKE MORGAN, Editor

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events

16-22 January 1998: 15th

Geneva Commercial Vehicle Show. Details on 00 41 22 761 11 11, fax 00 41 22 798 0100

23 January 1998: CBW's Coach Industry Awards, Metropole Hotel, NEC.

CBW's Coach Industry Awards, Metropole Hotel, NEC. Details from Kate Dalton, Eventon, 5 Fenlake Business Park, Fengate, Peterborough PE1 5QB, tel 01733 311599, fax 01733 343310

27 January: Omnibus Society Meeting, Presidential Address, 'Westward Hoe', Brian Fisher, md Plymouth Citybus. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

5 February: CPT Annual Dinner, Grosvenor House, London W1

11-13 February: Third UITP conference on automatic fare collection, Bologna, Italy. Contact UITP, 00 32 2673 6100, fax 00 32 2660 1072, e-mail events@uitp.com

17-19 February: Integrated Communications 98, the ISDN and ATM Exhibition, Olympia 2, level 2, London. Details from Martin Scott on 01895 454438, fax 01895 454588

17-19 February: Smartcard 98, Olympia 2, London. Details from Debby Cummins, on 01895 454534, fax 01895 454588

24 February: Quality Partnerships, New Transport, New Millennium, one-day conference at Manchester Airport. Keynote speaker Glenda Jackson, MP, transport minister for the Department of the Environment, Transport and the Regions. Details from Roy G Chapman at TDT Conferences on 0161 442 5953 (tel and fax), e-mail: val.stevens@mcr1.poptel.or g.uk

25-26 March: British Travel Trade Fair, National Exhibition Centre, Birmingham. Details from Andy Watts on 0181 910 798

As predicted, contract completed for purchase of sightseeing Arriva signs for open-top

By Mark Barton

ARRIVA has bought out the open top sightseeing business of London Coaches. Contracts were signed in London last Thursday - the same day that CBW published an exclusive story predicting the deal.

Arriva (formerly Cowie) has bought the entire share capital of London Coaches Limited, operators of The Original London Sightseeing Tour, and the shell company Pullmans Group Ltd. The companies were sold by HW Trading Associates (HWTa), which was formed in 1996 to allow investment in the Pullmans Group from the Nat West Pioneer Fund.

Gordon Hodgson, chief executive of Arriva, said: "The move provides us with the opportunity to expand from our foundation of providing quality bus transport in London into the growing tourism market. We aim to work with the current management team to develop fur-

ther guided tour services for visitors to London."

The sale leaves HWTa as owners of London Coaches (Kent) Ltd, which runs the North Kent Express commuter services, Eastern Counties Training and TDT Training. Managing director and chairman Pat Waterman

and finance director Philip Hunt will continue to run HWTa, concentrating on the development of the Kent-based commuter services and future acquisitions. Stephen Hoyles the third HWTa director, will continue to run the two training businesses. Sir James Harvie-Watt

Sightseeing op has 35% of the market

THE ORIGINAL London Sightseeing Tour has 35% of the competitive London open-top bus market. Turnover last year was £6.5 million, with profit of nearly £1 million. It runs a fleet of 81, mostly open-top, double deckers - many of them Routemasters - from a depot in Wandsworth and has licensed terminals in Piccadilly Circus, Marble Arch, Madame Tussauds, Trafalgar Square and Victoria.

Established in 1951 for the Festival of Britain, London Coaches was bought by Pullmans Group in 1992 as part of the privatisation of London Buses. It employs 165 drivers, guides, traffic controllers, engineers, sales and marketing staff during peak times and provides a live commentary and digitally recorded information in eight languages to over 600,000 passengers a year.



Routemaster can come close to Euro 2 emission levels

'Others must play part'

LONDON TRANSPORT BUSES is satisfied that the real world Millbrook tests have - for the first time - given it a sound basis for assessing the best way of limiting its contracted buses' effect on an already polluted environment. But at what cost in time and money? LTB's Simon Brown estimates over two years and £100,000.

Perhaps not surprising then that he used the press conference at the unveiling of the results of Millbrook's unique tests last week to call on manufacturers and suppliers to play their part.

"It's a shame that it has taken a bus operator or provider to do this sort of testing," he said, adding: "We would like to think that, in future, vehicle manufacturers and suppliers can work together to offer bus operators the sort of package that we want."

'Clean' diesel holds up against CNG in test

CONVENTIONAL diesel buses using ultra-low sulphur fuel and fitted with particulate traps are as clean running as state-of-the-art CNG powered vehicles, according to the first ever 'real world' tests.

The tests were carried out in laboratory conditions by Millbrook on behalf of London Transport Buses (LTB).

Using data generated on an actual LTB service, the tests compared the 'street level' performance of both CNG and LPG with ultra low sulphur diesel. Investigation of exhaust after treatments included oxidising catalysts, particulate traps and continuously regenerating particulate traps (CRT).

Early tests showed that, in comparison with untreated buses, use of ultra-low sulphur diesel and oxidising catalysts eliminated smell and visible smoke. With the acceleration, idling and passenger load patterns typical in London, particulates were reduced by around 75%, Nox by 15% and carbon monoxide (CO) and hydrocarbons (HC) by 80-90% - giving a 30-year old Routemaster virtually the same emissions as a brand

new Euro 2 engined bus.

Further testing revealed little significant difference in exhaust emissions from Euro 2 engined buses using ultra-low sulphur diesel with exhaust after treatments and CNG or LPG powered buses, with the one exception of oxides of nitrogen (NOx).

"In addition," said LTB's principal engineer, Simon Brown, "the environmental advantages of ultra-low sulphur diesel can be delivered now both in new buses, and, to a substantial extent, in existing buses. Changing to a new fuel, such as gas, would take many years to implement and offer little, if any, environmental advantage."

Mr Brown told CBW that he now had enough information to make recommendations to LTB and a policy decision on fuelling London's buses would be made early next year. If, as seems likely, the policy includes catalysts and continuously regenerating particulate traps (CRT) used in conjunction with ultra-low sulphur fuel, it might well be incorporated into the conditions for tendering for LTB routes.

■ Full report page 23.

business of London Coaches operation

remains a non-executive director.

Keith Spicer, managing director of the sightseeing operation, stays in position under Arriva ownership, as do the other senior managers.

Mr Waterman said the HWTa now wanted to refocus and concentrate all its efforts on the Kent commuter operations: "We are confident of the long term potential of this business and its prospects for the future."

North Kent Express services run from depots in Northfleet and Stroud. It has a winter requirement of 84 vehicles (more in summer). The fleet is 100% DAF chassis and the majority is Van Hool bodied - around 20 are

Ikarus-bodied and 6 Plaxton bodied. It employs over 250 people, including large numbers of part time staff, and has an annual turnover of £7.5 million.

Philip Hunt told CBW the group now had a "substantial amount of money to develop our commuter business - through expansion or through acquisition. It's no secret that our results last year were poor, but there's real potential in this business. It's unique in coaching in this country, with 70 vehicles a day going in and out of London - around 12 of them doing double journeys."

■ Formerly the Cowie Group, Arriva changed its name on 6 November.



London Coaches will concentrate on Kent Commuter ops

INSIDE TRANSIT THIS WEEK

NEWS

Stagecoach has announced healthy profits and we have more details of its first venture into UK light rail. Its acquisition of the Sheffield Super tram system. Its rail leasing company was responsible for much of the profits and it is not pleased about suggestions that the Government could cap these returns. Brian Souter says the Porterbrook leases are protected by English law and any move to change would be challenged. Porterbrook is buying new trains for short-term rental to enable train operators to react quickly to demands and opportunities. Stagecoach has offered to buy £360million worth of new trains if it is allowed a 15-year franchise deal for South West Trains. Freight rail operator English, Scottish and Welsh is worried that the passenger operators are taking to much line capacity and it wants a fair deal.

The York quality partnership has been strengthened with a new customer charter.

Rail complaints in London are up despite the best efforts of the New Railway. Merseytravel is looking at alternative fuel buses.

Stagecoach, Arriva, First Bus and the CPT have all reacted on the Government's consultation document 'Developing an Integrated Transport Policy'. We report on their comments and conclusions.

The Millennium experience may be accompanied by a River Bus trip on the Thames. We look at John Prescott's River bus proposals in the light of what has happened in the past.

Prism Rail has reported a healthy profit too, confirming that busmen can also make good trainmen. Feltham is to become a high-quality interchange for Heathrow Airport again and we put the spotlight on French-owned train operator Connex South Central which would like to enter into joint ticketing deals with more bus companies in its area.

We analyse and comment on FirstBus annual results in detail.

PLUS

All the latest job and tender classified ads.

The New Railway and the bus industry are now moving forward in an ever more political environment. In the run up to change it is increasingly important to keep up to date with proposals and trends. Are you keeping up to date? Fill out the subscription form on the inside back cover to make sure that you know what Transit knows this week.

MIRA 'surprised' over belts MOT

AMID mounting industry-wide concern about the proposed MOT testing of seatbelts in coaches and minibuses, one of the country's top research and test authorities has made an unprecedented public statement.

Speaking to CBW, MIRA, the Motor Industry Research Association, says it has not had the opportunity to contribute to the original text of the proposed MOT test document and is surprised at the limited amount of time between first announcement and implementation.

Jim Horton, manager of MIRA's research and engineering body and safety group, said: "We were also surprised at the contents of the proposed MOT test in relation to the retro-fit of seatbelts and anchorages in

minibuses and coaches which appears to allow only one style of design installation. This, despite the fact that guidelines issued by the government in February 1996 sought "...best engineering practice" thus allowing a broad variety of innovative designs to be acceptable.

"Indeed, MIRA has worked with a number of companies to design safe and effective installations which were proved in recognised laboratory tests. These would be outlawed if the proposed new MOT is confirmed.

"We would like to know why it has been considered necessary to supersede the original guidelines whose emphasis was on ensuring that seatbelt installers took full responsibility for the engineering quality of their

fitment. The onus of responsibility is still on the installer.

"We see the responsibility of the MOT test inspector as being to ensure that the working parts of the seatbelt system are in good order. If, however, he is unhappy with the overall installation he should have the right to fail the vehicle and call for evidence of installation to best engineering practice. This would reduce the risk of sub-standard systems being used.

"MOT test inspectors will require briefing on what constitutes a safe and acceptable installation," he said.

■ Last week MIRA was awarded the Dewar Challenge Trophy for its work in developing the rig-based M-SIS side-impact simulation system for vehicle side-protection systems.



MIRA: breaks silence

UVG redundancies follow top-level reshuffle

REDUNDANCIES at Waterlooville-based coachbuilder, UVG, follow a second top level reshuffle this year and rationalisation of its production facilities.

CityStar minibus output moves to the Bedwas plant in Wales from 1 January leaving two Waterlooville lines for the TWM Mercedes-Benz 0405Ns at two per day. Output of the Dennis Javelin-based S320 coach is five per fortnight.

Managing director, Fred Edwards who replaced former md Mike Woodward in August, said that, focus on products for which the company had full order books resulted in some redundancies. These include operations director, Kapul Gill, who joined UVG from Plaxton earlier this year. This follows the earlier departure of product development manager, John Myers. Michael Hoey has

moved from within the UVG group to take charge of the factory.

Colin Fairhead remains as sales manager, but three salesmen - Stan Holroyd, Maurice Leach and Mike Harfield - have left the company.

Mr Edwards said UVG was still taking orders for its body on Dennis Dart SLF and had a long term plan to build its coach body on a second chassis.

in brief

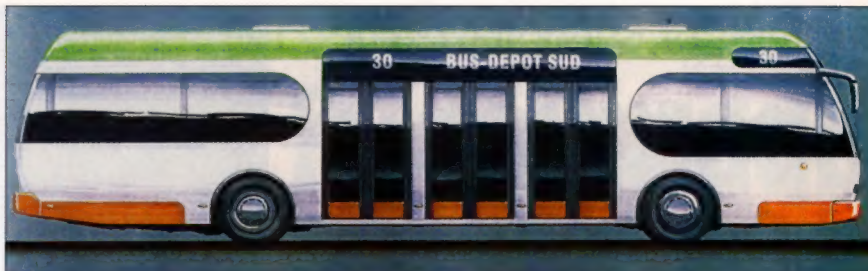
■ **FIRSTBUS**, soon to become FirstGroup, has bought its first stake in an airport - 51% of the shares in Bristol International Airport from Bristol City Council. Over 40 organisations expressed interest and, from a shortlist of five, FirstBus was named as preferred bidder last month. Formalities have now been completed and the £40 million deal completed.

■ **THE EUROPEAN INVESTMENT BANK** is lending over £10 million to Greater Manchester Passenger Transport Executive for the construction of the Metrolink tram extension to Salford Quays and Eccles. This is the second loan granted to Metrolink by the EIB.

■ **CAPITAL LOGISTICS**, the National Parking Corporation-owned business created out of the 1 April merger of Whytes Airport Services and Capital Coaches, has introduced a comprehensive customer care training programme for its 280 drivers. Provided by ISO 9001-approved DriveTech, the course is designed to improve on-road skills and how to treat customers. It takes place at DriveTech's base, the Transport and Research Laboratory at Crowthorne.

■ **SEVEN TRANSPORT** organisations have won a prestigious Charter Mark - the Government's benchmark for quality public service. They are: Aberdeen VI test station; Bicester VI test station; Driving Standards Agency based in Nottingham; Llandrindod Wells VI testing division; Nexus, the Tyne & Wear Passenger Transport Executive; South Molton VI test station; and Victoria Coach Station.

■ **CENTRAL TRAINS** and Travel Merry Hill, both part of the National Express Group, have joined forces to provide a shuttle bus link between Dudley bus station and Sandwell and Dudley rail station. The bus will feature in the *National Railway Timetable*.



Berkhof Jonckheere believes individual operator designs are a European trend

Unique styling wins 55-bus order

A STRIKING new design, giving the operator its own identity, helped Berkhof Jonckheere Group win a 55-bus order from the Amsterdam city transport company.

Berkhof Jonckheere, the merged Dutch and Belgian

coachbuilder, anticipates the trend to distinctive styling will spread across Europe. It says the development has already manifested itself in rail transport.

A lively colour pattern, modern materials and a mod-

ern interior upgrade the traditional image and attract more passengers, according to BJ. The 55 buses will be built at Berkhof's Heerenveen bus plant on 12-metre DAF Bus SB250 lowfloor underframes.

Busways Quality Partnership move

STAGECOACH BUSWAYS has teamed up with Newcastle City Council to put 23 lowfloor buses into service as part of a commitment to the Accessible Cities Quality Partnership.

The first vehicle is the prototype Alexander ALX 300

on Volvo B10BLE chassis and the remainder will be delivered next Spring.

They will be used on the east-west corridor through the city of Newcastle.

At least half will be fitted with hydraulic ramps funded with the aid of a 75% grant

from NEXUS.

Bus priorities, improved customer care and better passenger info are all part of the quality partnership.

■ STAGECOACH is confirmed as preferred bidder for the South Yorkshire Supertram.



All aboard the big bus.

Month registers over one third of annual increase in PSV registrations

Sales figures up more than 20% in November

By Mike Morgan

IN A YEAR when the coach and bus registration figures have taken a roller coaster ride, November has been an exceptionally buoyant month. The total registrations for the year are now up 6% but last month alone accounted for more than one-third of that increase.

Total full-size PSV registrations last month were 386 compared with 311 in the same month last year. That's a 24% jump which takes the year-to-date total up to 3650.

Guildford-based Dennis has recorded the largest individual increase, with November figures up 50 vehicles and the year-to-date ones showing a 19% improvement on 1996, boosting the firm's

market share to 35.2%.

Meanwhile, market-leading Volvo has retained its share of the increased market at a little over 42%. Whereas the market as a whole has grown by 6%, Volvo Bus added 5.6% to its sales.

The top two in the coach and bus league, Volvo and Dennis, have together tightened their grip on the market as a whole. In 1996 their combined share was 73.8%, but this year it is 77.4%.

Inevitably relatively small changes have a big impact on the overall share held by those competing over the remaining 22.6%. Scania, for example, has seen a 20% cut despite a better return in November. Optare, which has been subject to the trend away from MetroRider-size

buses for most of the year, is down 8.5%.

Contrary to the uncertain trends in the coach sector, Bova sales are on a rising curve - up 24.4%, recording the biggest single increase for any manufacturer for the year so far, whereas 15 DAF Bus registrations restored the Dutch chassis manufacturer's market share at around the same size as 1996.

However, the big orders for MAN and Mercedes-Benz have yet to influence the position of these two German giants as they both hover below 1% of the total market. Indeed, MAN has slipped from 37 sales to 19 taking it below up-and-coming Iveco, whose 16.66% growth gives it 0.8% of the total.

Coach and Bus Registrations

Manufacturer	November		Year to Date			
	1997	1996	1997	%	1996	%
Volvo	132	128	1540	42.2	1458	42.4
Dennis	172	122	1286	35.2	1081	31.4
Scania	23	11	216	5.9	271	7.9
Optare	30	28	215	5.9	235	6.8
DAF Bus	15	1	130	3.6	127	3.7
Bova	5	1	51	1.4	41	1.2
Mercedes-Benz	1	0	29	0.8	30	0.9
Iveco Bus	0	1	28	0.8	24	0.7
MAN	1	0	19	0.5	37	1.0
Others	7	19	136	3.7	138	4.0
Total	386	311	3650	100	3442	100

Coach

Volvo	20	14	503	46.1	655	53.6
Dennis	17	3	197	18.1	177	14.5
DAF Bus	11	1	96	8.8	86	7.0
Scania	2	1	87	8.0	113	9.2
Bova	5	1	51	4.7	41	3.4
Iveco Bus	0	1	28	2.6	24	2.0
Others	5	9	128	11.7	126	10.3
Total	60	30	1090	100	1222	100

Bus

Dennis	155	119	1089	42.5	904	40.9
Volvo	112	114	1037	40.5	803	36.2
Scania	21	10	215	8.4	235	10.6
Optare	30	28	129	5.0	158	7.1
DAF Bus	4	0	34	1.3	41	1.8
Mercedes-Benz	1	0	29	1.1	30	1.4
MAN	1	0	19	0.7	37	1.7
Others	2	10	8	0.5	12	0.5
Total	326	281	2560	100	2220	100

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.
Source SMMT



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Then there's Optare Coach Sales, suppliers of Bova and other quality coaches.

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Call us today with your question and discover why the big bus just keeps getting bigger.



STRENGTH IN BREADTH

Orders for 15 Leeds-made Optares and nine Scarborough-made Plaxtons

EYMS backs Yorkshire to tune of £2m

By Andrew Jarosz

HULL-based EYMS Group is keeping most of its 1998 new vehicle investment in Yorkshire, with over £2 million worth of buses being built in Leeds and Scarborough. Orders for 25 single deckers and minibuses bring the total investment spending on vehicles to £15 million over the last 10 years.

EYMS is following on from an investment in 14 Optare Excels and Primas

this year, with an order for 10 11.7-metre 45-seat Excels and five 10.7-metre Excels, with the longer vehicles going to Hull where they will upgrade another double-deck service to low-floor 'easy-access' standards.

The five shorter Excels will be joined by nine 25-seat Plaxton-bodied Mercedes minis on services in Bridlington and Scarborough, where they will replace a similar number of older and smaller minibuses.



This year's investment included Primas and is followed by more Optare integrals

Chairman and chief executive Peter Shipp said he would have preferred to have been able to place the order straight after the demerger from National Holidays was announced in September (CBW, 18 Sep-

tember) to give further reassurance to the 800 staff about the future of the company and his own commitment to it.

"At the time we had not quite finalised some of our requirements but, since the

new group is performing ahead of budget, we are able to announce a significant investment in the fleet which will go a long way to improving travel still further for many of our passengers," Mr Shipp said.

Boost for express services between Hull and Leeds

EXPRESS services between Hull and Leeds have received a major boost from East Yorkshire Motor Services, one of the partners on the X62 motorway service, with the introduction of three new vehicles and imaginative branding as the 'Ridings Express' (above).

Three high-speed versions of the Optare Prisma specifically designed for the X62 are Mercedes 0405s,

with a high-speed axle, double glazing, 47 coach seats, and interior luggage racks. Two of the vehicles are dedicated to the service with Contravision flying horse logos on their sides.

The X62 was introduced just over 12 months ago, with East Yorkshire providing two coaches and Stagecoach Hull the third. EYMS started operation with two Royal Tiger

Doyens, which proved quite troublesome. The hourly service has also built up patronage and, on occasions, high-capacity vehicles were used.

EYMS has also held a month-long fare promotion, designed to raise awareness in the run-up to Christmas. It says regular fares are significantly lower than those of rail services, with the end-to-end journey of

80 minutes being only slightly longer than that of the train. During the promotion, adult return tickets have been cut from £4.50 to £3, with the child fare cut to £1.50 at off-peak times and on Saturdays.

The new Primas are also used on longer-distance services such as Hull to Scunthorpe and Hull to York, and take the total of the type in the fleet to 13.



Leeds Suburban complements Black Prince services

Black Prince owner's son launches Leeds Suburban

DAVID CROWTHER, engineering manager at Black Prince of Morley, launched his own bus operations in Leeds this week but with the blessing of his father, Brian Crowther, who has helped him to set up the fledgling rival in the town.

Brian, who has run Black Prince for over 28 years, is keen to see his son develop his own business but, at present, Leeds Suburban Buses will operate from the Morley base and hire vehicles and drivers from his father's company.

Although holding 12-bus O-licence David will be taking business 'steady' and has only introduced two vehicles, with a further two coming into service next month. All will operate on "complementary" services to those of Black Prince, which had its O-licence authorisation cut by half to 26 discs during the Summer.

The first route, the 751 from Moortown to Leeds, operates half hourly on the opposite quarter to BP's 53/54, offering four buses per hour over part of a route

abandoned by Bigfoot Buses this Autumn. In January route 87 from Middleton to Halton Moor will be split between the two operators, with an additional vehicle being inserted into the cycle.

"David has seen a need for improved services on these two corridors and plans to make the most of the opportunities," said Brian. "By sharing corridors, he will be able to measure his service and quality against my operations, as I have enough on my plate at the moment."

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Unbeatable line-up booked for the coaching calendar's premier event

Bobby Davro is star of Awards

By Mike Morgan

IT'S CABARET TIME at CBW's Coach Industry Awards on 23 January 1998 and top of the bill is Bobby Davro.

When all the presentations of the coach industry's top awards have been completed and the gala dinner draws to a close, the evening's entertainment begins. Star billing goes to the number one showbusiness personality.

Bobby Davro made his TV debut in 1981, but his major breakthrough came with an appearance in 'Live from Her Majesty's' in 1983. This led to his own Saturday night series 'Bobby Davro on the Box' which immediately topped the ratings for six consecutive years.

In 1991, Bobby Davro moved to BBC1 and made three series, 'Public Enemy Number One', 'Rock With Laughter', and 'Run The Risk'. He has recently made sketch show 'Special' for ITV and he has a new family game show in pilot form for LWT.

Versatility is the key to Bobby



Davro's longevity as a top attraction. Be it in television, pantomime, Summer shows or in his cheekier late-night cabaret and theatre shows, he always 'does the business'.

Bobby Davro lives in Middlesex with his wife Trudi and daughter Brittany. In his rare moments away from the live stage or TV studios, he likes nothing better than a game of snooker, a spot of fishing or a glass of Chardonnay in front of the telly.

■ *The 1998 Coach Industry Awards is on Friday 23 January 1998 at the Stakis Birmingham Metropole Hotel. Bookings are filling up rapidly, so if you want to be there for a night to remember when the industry celebrates the best, contact Kate Dalton on 01733 311599 or fax 01733 343310.*



Top of the bill: versatility is the key to Bobby Davro's ongoing success



Andy Gray: personality

Top TV personality will be a co-presenter

ANDY GRAY is accustomed to celebrating top performances on the football field but on 23 January 1998 the top-rated TV personality and former Scotland international will be helping the coach industry celebrate its own top performers when, along with CBW editor, Mike Morgan, he presents the Coach Industry Awards at the CBW gala dinner.

Among Andy Gray's honours are League Champi-

onship and European Cup Winners Cup medals during his 16 years as a top-flight professional footballer.

During his career he played for clubs such as Aston Villa, Everton and Wolverhampton Wanderers. He broke the British transfer record with his move from Villa to Wolves for £1.5 million. He was also capped over 40 times when he played for the Scottish national team.

After retiring from his

playing career, Andy Gray took up the assistant manager's post at Aston Villa, where he also found time to kick-off his TV career as a football pundit for the BBC's TV coverage of the 1990 World Cup.

Based upon his success as a football analyst for the BBC, he took up the post as full-time football expert for Sky TV. Now Andy Gray is regarded as 'The Voice of Football' and appears on Sky TV on average between

two and four times per week, for which he is on screen for approximately three hours per week.

Andy Gray has recently signed a further five-year contract with Sky TV to continue as its footballing analyst for all Premiership football action.

Apart from his regular appearances on Sky TV, this lively personality is increasingly requested to appear on many terrestrial television shows.

New Go Wear Buses depot will have energy-efficient buildings

THE STAFF and facilities of Go Wear Buses' Philadelphia depot in Sunderland are moving to a new purpose-built premises at Deptford next year.

The new depot will incorporate state-of-the-art energy-efficient buildings and equipment. It is being designed and constructed in partnership with the city council and, when

completed, will be the base for over 150 vehicles, including the nine new Optare Excels for the Sunderland to Durham Super Route (CBW, 4 December).

Martin Harris, director and general manager of Go Wear Buses, said the new premises would complement the investment in the new easy-access buses.



New depot will be base for Super Route Optare Excels

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Major trends

HEADLINE figures from the latest official statistics show the following trends in 1996/97:

- The provision of local bus services is the major activity of the coach and bus industry, accounting for 64% of vehicle kilometres operated and 70% of passenger receipts.
- Mileage run on local services increased by 3%. The trend over the decade has been upward by 25%.
- Passenger journeys fell by just under 1%, similar to the decline in the previous year. The recent small declines are less than the average annual declines over the decade.
- Provisional estimates indicate a real fall in Government support of 3%.
- Operating costs per vehicle kilometre and per passenger journey both reduced in real terms by 5% and 2% respectively. Since 1986/87 costs per kilometre have fallen by 40% and costs per passenger journey by 8%.
- Local bus fares rose 3% in real terms.
- In London passenger numbers increased by 3% and fares increased by 2% in real terms. Real operating costs increased by 3% but cost per passenger journey fell by 7% because of the greater number of passengers.
- Outside London vehicle kilometres run on local bus services increased by 4%. The increase over the decade is 25%. Passenger journeys fell by 2%.
- Provisional estimates of public transport support outside London show an increase of 1%. Real support has more than halved over the decade.
- Real operating costs declined by 5% and cost per passenger journey fell by 2%. Over the decade costs per passenger kilometre have fallen by 40% in real terms and costs per passenger journey by 4%, the latter owing to the general downward trend in passenger journeys outside London.
- Fares outside London rose 3% above inflation.

There's a glimmer of light at the end of the PSV operating

Total vehicle parc up 200

AT THE END of 1996/7 the coach and bus fleet in Great Britain comprised 75,900 vehicles, up 200 on the previous year. Single-deck vehicles made up about three-quarters of the fleet. About 13% of the total fleet comprised minibuses with 9-16 seats.

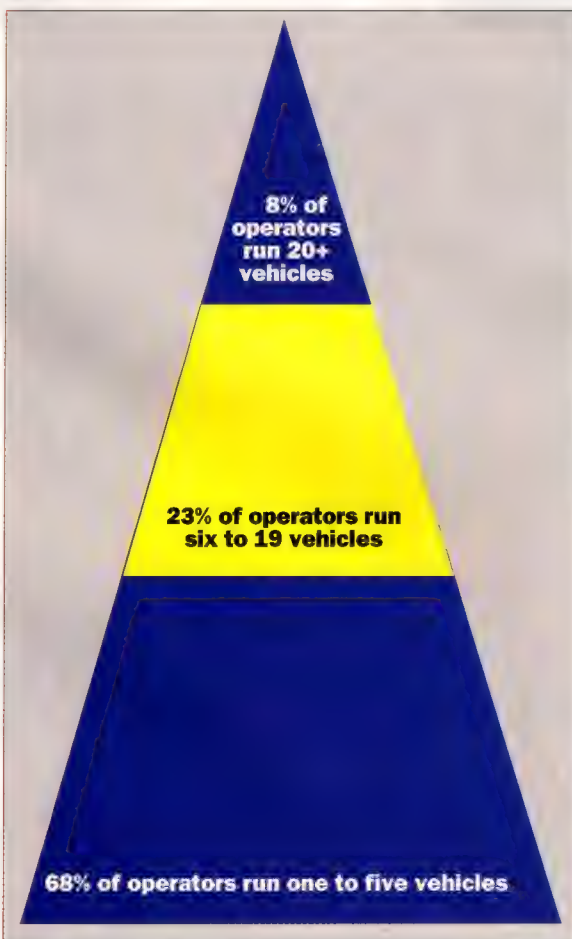
Despite the resurgence of double deckers in recent PSV registration figures, deckers have continued to decline at the same time as operators switched to smaller buses. There are 44% more minibuses than 10 years ago. However, 1996/97 witnessed the first significant increase in minibuses since the dramatic influx at the time of deregulation. There are now 10,000 PSV minis - up 13% in one year.

Meanwhile, the 17-35 seat midi sector, which experienced a remarkable 234% increase from a virtual standing start at deregulation, has now stabilised at 16,600 vehicles.

The population of larger single deckers remained static at 30,700 coaches and buses since the demise of some 4,000 vehicles during the switch to minibuses. The total number of PSVs is now 10% higher than the early 1980s.



Despite the resurgence of deckers in recent PSV registration figures, they



Structure of the coach and bus industry by fleet size

Broad base of small ops is now revealed

THE PICTURE of a coach and bus industry characterised by a large number of small coach operators and a small number of large bus companies is confirmed by *Bus and Coach Statistics Great Britain 1996/7*.

Around two-thirds of all operators in Great Britain run five or fewer vehicles. Together they account for 4% of local bus service mileage and nearly 20% of non-local (mainly coach) business.

At the other end of the spectrum operators with O-licence discs for 50 or more vehicles run 85% of all local bus services, leaving 11% for medium-sized companies with fleets in the range of 6-49 vehicles.

However, medium-sized operators have 59% of the coach market with 204 large fleets (50-plus) taking 22%.

The population of coach and bus operators consists of 6,945 O-licence holders in a pyramid-like structure (left) which is underpinned by a massive 4,784 (approximately seven out of every 10) on the bottom layer with five or fewer vehicles. Of these 1,806 have only one O-licence disc.

On the next tier, representing operators with 6-19 vehicles, there are 1,601 operators, whereas 356 operators run between 20 and 49 coaches and buses and there are 204 at the top of the pyramid with O-licences authorising 50-plus discs.

tunnel in the Government's bus and coach statistics, says Mike Morgan

Bright future ahead for the industry?



have continued to lose out against smaller vehicles

COACH BUSINESS continues to grow and the bus industry has reversed its long-term decline, according to the latest figures from the Department of the Environment, Transport and the Regions.

In its annual review of the industry, *Bus and Coach Statistics Great Britain 1996/7*, the DETR reveals that almost 7,000 PSV O-l licence holders running around 76,000 vehicles compete for coach and bus business in England, Scotland and Wales worth £4,500 million.

This total value is keeping ahead of inflation for the first time since 1984. Revenue from local bus services increased by 2% in real terms in 1996/7, halting a 10-year decline of 2% and a fall since

1980 of 12%.

Non-local services - principally coach-operated private hire, express and tour work - also increased by 2% last year to bring the 10-year growth to 12% and the real increase since 1980 up to 28%. Total passenger revenue in 1996/7 was £3,586 million and, during the year, Government subsidy amounted to £926 million.

Local bus service supply throughout England, Scotland and Wales increased by 3% to 2,693 million vehicle kilometres in 1996/7, following the trend of the last decade. In London, where mileage has generally increased over the last 10 years, it has declined by 3% in the past year.

This contrasts with passen-

ger journey numbers which are down 25% outside London since deregulation. In the capital, numbers are up 7% for the same period. However, there are signs that the rate of decline outside London is levelling out, whereas an increase of 3% in London contradicts the overall national trend.

The freezing of Fuel Duty Rebate has contributed to the further decline in the value of Government's coach and bus support which is now running at 30% below 1985/86 levels at today's prices.

In 1996/97 the value of FDR dropped 3% to £228 million. At the same time subsidies fell by 6% to £254 million and concessionary fare revenues fell from £447 million to £444 million.



Hourly rates for PSV drivers now average £5.47 compared with £9.12 for all occupations

Dramatic fall in wage rates

TAKING DEREGULATION in 1986 as the benchmark when average earnings in the coach and bus industry were roughly equal to the national average for all occupations, wage rates have since declined dramatically in real terms.

The DETR figures reveal an industry working long hours for low pay. Hourly rates for PSV drivers now average £5.47 compared with £9.12 for all occupations, whereas the average working week (affecting total earnings) has remained relatively unchanged - 48.6 hours in the coach and bus industry compared with a national average of 40.3 hours.

The continual decline in PSV drivers' earnings means they are now 4% worse off in real terms compared with a decade ago. Yet, at today's prices, other workers have enjoyed a 20% increase in buying power.

This is at a time when the number of drivers employed has increased by 3% to 107,000 against a background of massive cuts in maintenance and other staff which has brought the total employed in the industry down from 174,200 in 1986/87 to 146,500 today.

■ *Bus and Coach Statistics Great Britain 1996/7* is available from TSO Publications (formerly HMSO), PO Box 276, London SW8 5DT - tel 0181 873 9090 or fax 0171 873 0011.



High life in South Pacific

A 25-DAY tour of New Zealand, Fiji and the South Pacific is the highlight of an expanded 1998 air and coach holiday programme from Bennetts Silverline.

The tour, which departs on 15 January, costs from £2,895 per person. The itinerary includes Auckland, Wellington, Christchurch and Mount Cook, in New Zealand, followed by four nights in Fiji.

Other long-haul destinations include a 17-day tour of Eastern Canada from £1,585 and a Christmas shopping trip to Boston from £425 per person.

Silverline's European programme includes Norway, Holland, the Rhine and Moselle, Hungary and Austria. Eight-day tours of Norway start from £395, while prices start at £385 for a 10-day tour that takes in Hungary and its capital, Budapest, and a full-day excursion to Vienna.

Destinations in the UK include four-day tours of York and Heartbeat Country from £107.50; Smugglers' Cornwall, a five-day trip from £132; and eight-day tours based in Llandudno from £270 a head. An Easter visit to the Scottish Borders starts at £187 for five days, while an eight-day tour of Southern Ireland costs from £395. The itinerary includes Killarney and the Ring of Kerry.

The Newbury-based operator is continuing to run a free, door-to-door pick-up service for passengers, which will use minibuses and taxis to feed them into the main coach tour route.

Attractions team up with tourist board to offer special deals

Operators are set fair for north west VIP packages

By William Golden

A FREE VIP package is on offer to coach operators who bring a party of group organisers to the Great Days Out Fair 1998, one of the leading tourism events staged in the north west.

The fair, which is organised by the North West Tourist Board, is being held at the International Community Centre, Wigan Pier, on Saturday 28 February. The tourist board has signed up 10 major attractions to offer operators a complimentary

VIP trip on the day. The package also included express on-site access, a lunch voucher for each passenger, and priority setting-down and parking.

John Johnson, chairman of the Coach Tourism Council (CTC), said: "The package is perfect. It offers operators a great value-for-money opportunity to treat their group organiser customers, and this helps to build stronger customer relations."

"It also is good to be working in partnership with

the North West Tourist Board to support an event which is an excellent one-stop shop."

Nick Brooks-Sykes, head of marketing for the North West Tourist Board, said: "The VIP package for coach operators is a great partnership and we are delighted that so many of them are already taking up the offer."

Participating attractions include Oswaldtwistle Mill, Wigan Pier and the Magic of Coronation Street. They will be among the 140 exhibitors who have already signed up

for the event, which is expected to attract more than 2,000 group organisers.

Dorothy Naylor, the board's chief executive, said: "The day trip market is an invaluable element of tourism in the region. Attractions, destinations, organisers and operators are vital partners in the growing success of this sector."

■ Operators wanting more information about the fair and the VIP packages should contact Paul Hunt, at the North West Tourist Board, on 01942 821222.



Speedy service: Eurolines is reviewing frequency of its services to Paris and Amsterdam this Winter

Eurolines bridges the city break gap

EUROLINES has been appointed as travel coach supplier to Bridge Travel's Paris and Amsterdam travel service programmes following the closure of Hoverspeed's CitySprint coaching operation. The company will provide scheduled coach travel for all existing onward bookings and become the featured

coach operator in both new brochures.

John Gilbert, Eurolines' deputy managing director, said: "We are delighted to be working with Bridge Travel on these two programmes. We currently operate twice-daily coach services to Paris and Amsterdam, with additional departures during the Summer peak months. We

will be reviewing the frequency and timings of our services over the new few months, according to passenger demand."

Eurolines is Britain's largest operator of scheduled coach services to Europe and Ireland, running services to more than 400 destinations.

at coach group market showcase



Package deals: Nick Brooks-Sykes (right) and Paul Hunt prepare the VIP offers

Warning on TV tours

COMPLAINTS about some operators flouting traffic regulations on the *Emmerdale* trail have prompted the police to enforce the coaches prohibition order in the Yorkshire village of Esholt.

Esholt is the location for the long-running ITV soap, *Emmerdale*, and is popular with coach groups. However, the City of Bradford Metropolitan District

Council has received complaints about some operators ignoring a traffic regulation, which prevents coaches from entering the village. Drivers have been seen reversing and turning.

Now the council has asked the police to enforce the coach ban and operators are asked to ensure that their drivers use the coach park just outside the prohibited zone.

Diversion for M1 roadworks

ESSENTIAL reconstruction work has started on the M1 Junction 24 roundabout and it is not expected to be completed until the Spring.

During the work, the motorway remains open for through traffic in both directions. Traffic using the roundabout at Junction 24

will be restricted at times and the northbound exit slip will remain closed.

A diversion will be in operation and northbound traffic should leave the M1 at Junction 23A and follow the A453 to Junction 24.

■ More information is available on 0645 100095.

Benefits of joining the CTC

A BENEFIT card for members and a major recruitment drive are among initiatives planned by the Coach Tourism Council (CTC) in 1998.

The new card will be issued in January and will be followed by a members' handbook in April. A marketing guide for operators already has been prepared. A target membership of more than 300 is the aim by next Summer.

Stands have been booked at seven consumer shows across the UK and this will be backed up by plans to develop closer links between coach operators and their local tourist boards.

Next year's Coaching for Pleasure Day will be at the Royal Armouries, in Leeds, in September.

The plan of action has been formulated by the five working parties, who were set up as part of a reorgani-

sation of the CTC, which saw David Fenton become chief executive.

■ The CTC has reserved four tables at the 1998 Coach Industry Awards for operators who want to sit with fellow members. The CTC should be quoted with the contact name on the booking form for the event, which is being held on Friday 23 January at the Stakis Metropole, at the Birmingham NEC.

Festive coaching cheer

PERSISTENCE has paid off for the Confederation of Passenger Transport (CPT) and coach drivers will now be able to set-down and pick-up Christmas shoppers in North Carriage Drive, in the West End of London (CBW, 4 December).

As in previous years, Westminster Council suspended the parking bays on the northbound side of Park Lane until 11 January, to provide setting-down and

picking-up points but did not extend the scheme to North Carriage Drive. Now the CPT's lobbying has paid off and the council has had a change of heart.

All coach drivers are reminded that they cannot park in North Carriage Drive and, to ease traffic flow, they should enter from the Lancaster Gate end - by Victoria Gate - and exit via Cumberland Gate, at Marble Arch.



EUROWATCH

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	4C/39F	Madrid	3C/37F
Athens	12C/54F	Oslo	0F/32F
Berlin	6C/43F	Paris	4C/39F
Brussels	5C/41F	Rome	11C/52F
Dublin	13C/55F	Stockholm	1C/34F
Lisbon	10C/50F	Vienna	1C/34F
Luxembourg	-2C/28F	Zurich	1/34F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.47	Luxembourg	0.38
Belgium	0.48	Netherlands	0.48
Eire	0.52	Norway	0.68
France	0.47	Portugal	0.40
Germany	0.43	Spain	0.42
Greece	0.39	Sweden	0.56
Italy	0.52	Switzerland	0.56

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	20.23 Sch/£	Italy	2,837 Lire/£
Belgium	59.31 Bfr/£	Netherlands	3.23 Gld/£
Denmark	11.01 K/£	Norway	11.64 Nkr/£
Eire	1.103 Punt/£	Portugal	293 Es/£
France	9.60 F/£	Spain	241 Pta/£
Germany	2.87 DM/£	Sweden	12.70 SKr/£
Greece	454 D/£	Switzerland	2.32 Sfr/£

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Bakers Coaches fined £300 after driver failed to record car journey



DRIVERS' HOURS

A FAILURE by a Bakers Coaches driver to manually record on his tachograph chart a journey by private car to join his coach has cost the company and the driver concerned £500 in fines and costs.

Guide Issue Ltd, trading as Bakers Coaches, of Spring Grove, Biddulph, Stoke-on-Trent, Staffs Staffordshire, and Stephen Gregory, of 179 Congleton Road, Biddulph, each pleaded guilty before the Bootle Magistrates to an offence of not using a tachograph in accordance with the regulations.

The company was fined £300 and Mr Gregory £50. They were each also ordered to pay £75 towards the costs of the prosecution.

Prosecuting for the Vehicle Inspectorate, John Heaton said that, in April, a coach driven by Mr Gregory was checked at Tattershall Coach Park, Aintree.

Inspection of Mr Gregory's record

'Company not reminding drivers of regs sufficiently'

sheet for 30 March showed a journey starting in Dover and finishing at Biddulph. There were no entries made on the reverse of the sheet to show how the driver had got from his base at Biddulph to Dover and there was no tachograph chart to cover the journey. Mr Gregory confirmed he had driven to Dover on the company's instructions in a car belonging to the company.

When asked why he had not made any manual entries on the reverse of the sheet to show his duty time while travelling to Dover, Mr Gregory had said he did not know he had to.

The provision of drivers to meet coaches at locations distant from base was a common scenario, said Mr Heaton. It was well recognised that, even though the driving was not in scope, if the driver was paid, he was on duty and needed to record the work on the reverse of the chart.

There was no evidence Mr Gregory had taken too little rest or had worked too long but, nevertheless, the full picture needed to be apparent on the tachograph records.

Mr Gregory said he had driven down to Dover to meet passengers coming in from Italy. He had been paid for that journey and he had simply forgotten to write "by car to Dover" on the chart.

He maintained the traffic examiner had also made a mistake, saying he had been unable to give him a formal receipt for the tachograph chart, which he had seized, because he had forgotten his receipt book. He had nothing to hide, said Mr Gregory. He had not breached any of the other regulations.

David Wood, Bakers' operations controller, said it had pleaded guilty because it was an offence of absolute liability. There had been no illegality

in the scheduling of Mr Gregory's work and he'd had more than the required daily rest before he started driving the car.

The company's drivers were aware of the need to manually endorse tachograph charts on occasions but it was not something the company could check on a daily basis. They had to take a driver to a point where they were satisfied he understood the basic requirements.

It was only where there were split days or there was a complicated double manning that somebody would sit down with the driver and explain precisely what was required of him on a particular day. It was quite common to deliver drivers to a pick-up point by car. In this case the tachograph chart concerned was still within the working week and Mr Gregory was obliged to retain it by the regulations, said Mr Wood.



Johnsons (Henley) Ltd - accused of a total of 239 alleged offences

Magistrate refuses to



DRIVERS' HOURS

LEAMINGTON SPA stipendiary magistrate Ian Baker has refused to order the Vehicle Inspectorate to name the informant who sparked off the investigation into Johnsons (Henley) Ltd.

He also rejected arguments that the documentary evidence was inadmissible because it was alleged traffic examiners had unlawfully seized tachograph charts, time sheets, running sheets and the company's diary.

The company, of 32 High Street, Henley-In-Arden, Warwickshire, and 27 of its drivers, are accused of a total of 239 alleged drivers' hours and tachograph offences.

The drivers face 80 charges including driving for 4 1/2 hours without the required 45 minutes break, taking insufficient daily and weekly rest, failing to keep a record and, in one instance, driving a class of vehicle when not authorised to do so.

The company is accused of permitting the drivers' offences and of 45 offences of failing to produce tachograph records.

Defending, Roland Pelly said the defence wanted to see the informant's

letter that led to traffic examiners visiting the company's premises.

The defence case was that the traffic examiners had been determined to unlawfully demand and seize the company's records. The only cause the examiners had to suspect there had been breaches of the regulations was the informant's letter. The defence needed to know the contents of that letter and what was alleged in it.

Mr Baker pointed out there was nothing in the Act that required examiners to have cause to suspect before they could require the production of tachograph charts.

It was suspected the informant was a driver the company had sacked for embezzlement, said Mr Pelly.

The company had information that driver had stolen a number of tachograph charts, and the defence maintained he had done so before making a complaint to the VI.

Prosecuting, Beverley Bell said the VI received letters and telephone calls of complaint, sometimes revealing the identity of the complainant and sometimes not. It was VI policy not to disclose the identity of informants, or the nature of the allegations, to third parties. It was also VI policy to investi-



Bakers Coaches: had pleaded guilty because it was an offence of absolute liability, said David Wood, the company's operations controller

The company carried out periodic checks. They would pick up one day's charts or a particular driver's charts, but they only got to see the charts after 21 days and that was "closing the door after the horse had bolted" if there had been any breaches.

Drivers were only human and Mr Gregory had forgotten to endorse the chart. The traffic examiner had also forgotten something and it was an example that people were human. It was difficult to know what more the company could have done to avoid

the offence being committed, said Mr Wood.

They had not seen the chart until July, when the traffic examiner visited the company and, technically, if they had been asked to produce it, they would have been put in a position of committing an offence because they had no evidence that the traffic examiner had the chart.

Asked by the magistrates what instruction the company gave to its drivers, Mr Wood said they issued them with a CPT booklet about the

regulations. There was no formal training given to each individual driver but a duty supervisor would sit down with a new driver to see what he understood.

The position now was that eight drivers had gone on a three-day course with an outside organisation which included drivers' hours and tachograph training and customer handling. Mr Gregory had not yet been on that course.

In fining the company, the magistrates said they appreciated that, in

normal circumstances, it could not ensure drivers complied with all the regulations but even now they took the view the company was not reminding them of the regulations sufficiently. They appreciated this was a technical offence and suggested the company introduce a more rigorous system.

In fining Mr Gregory, the magistrates said they appreciated he had forgotten on this occasion but blaming someone else for forgetting something was not appropriate.

order the VI to name an informant

gate every complaint, as far as resources allowed.

After examining the informant's letter, Mr Baker said he was not persuaded there was any basis to order disclosure. There was strong public interest in protecting the identity of informants. He said the contents of the letter would not materially assist the defence.

Mr Pelly said it was denied the records were handed over voluntarily and, if the examiners had demanded and seized the records, that was an abuse of their powers and the evidence should not be admitted. He argued that the various codes of practice in the Police & Criminal Evidence Act had not been followed.

It was rare for courts in this country to exclude relevant evidence because of the way it was obtained, said Mr Baker.

Traffic examiner William Hutchison said he had a phone call from a man who expressed concern about the hours being worked by the company's drivers and the condition of the tacho equipment and speed limiters.

He later met the person concerned and asked him to put his complaints in writing. When he visited the com-

pany's premises director Peter Johnson and his staff were very helpful. They handed over the tachograph charts and other documentation requested. Mr Johnson kindly supplied envelopes with the drivers' names and addresses written on them.

Questioned by Mr Pelly, Mr Hutchison said he had not asked to copy the charts and other documents. The idea was to take the charts and analyse them. He agreed the intention had been to seize the charts.

He agreed that to walk into a company and take all its records was a very serious matter.

Asked what was alleged by the complainant, Mr Hutchison said it was alleged:

- Insufficient rest and breaks were being taken
- Speed limiters were not working
- Drivers were driving for four hours to docks before taking over coaches
- The company only paid drivers for 16 1/2 hours to cover itself
- Tachograph charts were destroyed on a daily basis
- Drivers were possibly hiding charts

Mr Hutchison said it was not the case the documents were taken without the company's consent. He said

that Mr Johnson had been more than helpful.

Mr Johnson said he had been under the impression he had no choice in the matter whatsoever. Mr Hutchison had said to him: "Peter we have come for everything, you haven't really got a choice," or words to that effect. Copies were never mentioned. He was unaware the company should have taken copies. He had just assumed the traffic examiners were acting properly.

Questioned by Mrs Bell, Mr Johnson said he had been thrown by the examiners' demeanour. He agreed he offered them coffee. He said he had been trying to alleviate the situation. His staff had been scared.

Ruling that the evidence was admissible, Mr Baker said he found nothing to support the allegation of bad faith by the examiners. He was quite satisfied that the examiners could have taken copies.

The examiners' powers under the 1968 Act were wide. Examiners had to exercise those powers within the spirit of PACE otherwise evidence should be excluded.

The cases were adjourned for trial on dates yet to be fixed.

O-licence upped



MAINTENANCE

ABBEY CARS has had its O-licence authorisation increased from six to eight vehicles, with a warning about future maintenance standards,

at a Cambridge public inquiry. John Robinson, trading as Abbey Cars, of 134 Desborough Road, High Wycombe, Buckinghamshire, had applied for an additional four vehicles but Eastern deputy traffic commissioner Philip Brown was only prepared to grant two because of his previous maintenance record.

Five-vehicle cut



MAINTENANCE

PROBLEMS over maintenance led to Alex Mitchell's O-licence authorisation being cut from 10 vehicles to five.

Mr Mitchell, who trades as Mitchell's Coaches, of 86 West Main Street, Broxburn, West Lothian, appeared before Scottish traffic commissioner Michael Betts at an Edinburgh disciplinary inquiry.

More harmonisation is needed in the EU

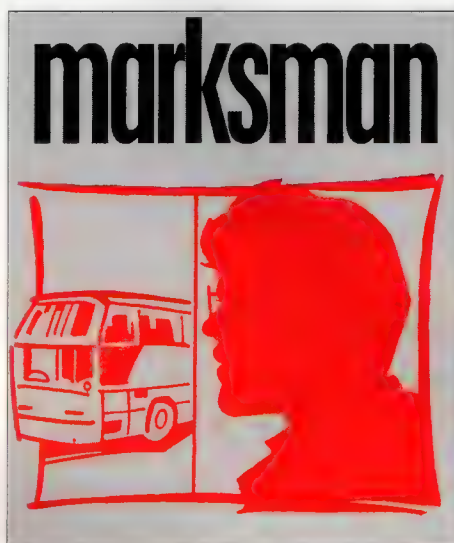
If you ask my views on European Monetary Union (EMU), my reply is "Pass." Whether the advantage of not having internal exchange rate problems outweighs the potential for this country to financial policies best suited to its citizens is beyond my understanding of economics. And any economic case must surely be balanced against an effective loss of constitutional independence as we move towards becoming a part of the United States of Europe.

I am, however, convinced that, while it is wholly undesirable to make any nation of the EU standardise its local customs and culture making, there is an absolute need for much more harmonisation of national law and procedures where inter-state activity is involved. Of these transport is perhaps the most obvious and pertinent to our industry.

I have mentioned before that it is farcical that the penalty points system on driving licences in some EU States works in a totally different way to ours. I have pointed out that, in some states, PSV drivers have no particular responsibility with regard to giving passengers first aid, while in some others it is absolutely forbidden, yet in others an offence not to do so. It is not fair or reasonable for a driver on an international journey to have to alter his approach according to where he happens to be.

We now have to grapple with the crazy, and confused, situation relating to seatbelts. In this country fitment in certain circumstances, but not use, is mandatory. In others it is mandatory to use them where fitted, but there is no actual fitment requirement. It is enough to drive one to despair. On this page on 20 November 1997 I gave my views about whether a Continental coach, without seatbelts, could legally carry children in this country. They were only opinions and could be wrong, for an equally valid argument is that vehicles which meet the construction requirements of one member state can legally be used in another.

By their very nature, transport and travel are



international. It is quite intolerable that there should be such a degree of uncertainty and lack of harmonisation. It is absolutely essential that we have a unified and harmonised approach to all things involving international trade and transport before any decision is made on EMU.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

SPEAKING of matters European, I return yet again to the EU proposals on financial standing to enter, or remain in, the haulage or passenger transport professions. Did I misrepresent the proposed £6,450 for the first vehicle and £3,500 for each additional PSV with 20 or more seats authorised on the licence as having to be held as money in the bank? It has been put to me that, because the wording of the requirements is for 'capital and reserves' to those levels, I may have been over-stat-

ing the case. Time will tell. It is perhaps better to prepare for the toughest scenario, rather than the cosy, especially if the more favoured decision relies on words taken out of context. For what the present EU rules say, and I have no reason to believe that the proposed ones differ in this respect, is that a person is not of appropriate financial standing, "unless he has available to him capital and reserves of an amount equal to..."

Unless and until it is over-ruled by a decision of a higher body, or the legislation alters, the ruling of the Transport Tribunal in the 1992 case of JJ. Adam is adopted by traffic commissions in measuring financial standing.

The tribunal said: "In our judgement the opening words, namely 'having available' provide the key to the meaning [of the rule]. 'Available' is defined as: 'capable of being used, at one's disposal, within one's reach, obtainable or easy to get'.

In other words an operator only has available financial resources or capital and reserves if:

- He has money in the bank which is capable of being used, (ie, it is not already needed for the payment of debts in the ordinary course of business)
- Or an overdraft at his disposal in the sense there is a balance undrawn before the limit is reached
- Or he has debts which are obtainable because they are due and likely to be easy to collect
- Or he has assets from which money is easy to get in the sense that the assets are items which can readily be sold without any adverse effect on the ability of the business to generate money
- Or he has some other way to come up with money at fairly short notice, should it be needed."

In brief, I would say it means 'available working capital'. It most certainly is not the equity in vehicles in use, or the premises comprising the operating centre. Apart from the fact it is not readily available, the value of assets may equally be unavailable if they are the security for bank or other borrowings

At least I will not have major headache

BY THE TIME this is in print, some operators may have received an early, but unwanted, Christmas present. I refer to the belief of some operators that almost any private hire with a route length of less than 50km can be regarded as 'special regular', thus giving exemption from the EU driving hours rules.

A decision on a reference to the European Court of Justice on this is expected at any time. An adverse decision will mean drivers engaged on this sort of work (which, in London, can mean a shuttle to Heathrow or a trip to Windsor, as well as all theatre and sight-seeing movements from London hotels), can no longer work under the more relaxed domestic rules, but will have to comply with EU driving hours and rest rules.

Not comply next month or next year, or after a honeymoon period, but from the moment the

decision of the ECJ is announced; for the ECJ is not making new law, but simply pronouncing on the correct meaning and application of the law as it is written.

As well as exacerbating an already monumental shortage of driver availability in the South East, by requiring two days off a week in place of one a fortnight, I wonder where all of the increased breaks are going to be taken? Instead of an effective minimum of 45 minutes in aggregate in 8½ hours driving - with every odd minute counting - applicable to domestic rules, all these drivers and their coaches have got to find somewhere to park up for at least 45 minutes in each 4½ hours of driving - with breaks of less than 15 minutes not counting.

This is not easy to achieve in London and may do nothing to reduce traffic congestion - nor

improve working relationships with traffic wardens. I am pleased that, should the guinea pig Clarkes of London not get the decision it would like, I will not have the major headache that this will cause many operators.

For I have never applied too liberal an interpretation to the admittedly potentially wide scope of the definition of 'special regular'. For pricing, scheduling and to enable drivers to know which set of rules they are working under, I find it easier to work to my own interpretation that anything booked as a one-off - even if it substantially replicates something similar - is governed by EU rules. Only journeys of less than 50 km that are really regular contracts (like home-to-school transport) or form a block of cyclical and similar work (like school swimming programmes) are treated by me as coming under the domestic rules.

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M.O.T JANUARY 1998

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M.O.T NOVEMBER 1998

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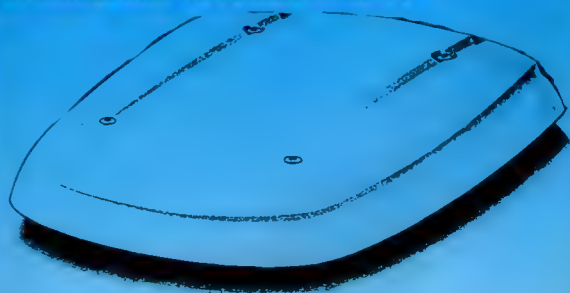
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DIARY



COACH AND BUS WEEK ENDING...

10 YEARS AGO

■ WMT is up against some competition from independents, including Smiths of Shennington, C&G Coaches and Vanguard Coaches. WMT left a gap when it ceased services to the Bullring...

■ REGISTRATIONS of coaches and buses rise 18% in November 87 against the previous year. In all, 107 vehicles reach operators, against 86 in 1986. Top sellers are Leyland, MCW and Volvo chassis... the latter just rising into the ascendancy. ■ GRAMPIAN Regional Transport buys Mairs of Aberdeen. It runs 20 coaches and a subsidised bus service for the council. Founder George Mair and sons George and Ken Mair get management posts at the company.

15 YEARS AGO

■ UNDER Secretary of State for Transport Lynda Chalker simplifies the system for transferring cherished plates, opening the door to hundreds of operators to hide the ages of their coaches. Though the charge for transfer rises to £80 from £50, the rules and paperwork involved are streamlined.

■ LEYLAND Vehicles takes over National Bus Company's shareholding in Bus Manufacturers (Holdings) Ltd. Four sites are run by BM(H), with sales of £130 million delivering 3,000 vehicles.

■ TONY Harvey joins the Volvo Bus team as southern area sales manager. He has spent three years with Kirkby Kingsforth.

BYGONE DAYS

Still looking like a Newman

WE ASKED who, among a posse of industry figures pictured in CBW issue 296 was still in the same job.

The answer was, of course, Peter Newman, still at the rudder of the good ship Ensign Bus and looking not a day older than he did way back in 1984.

This answer was given, comprehensively, by Richard Delahoy who also pondered the changes at Ensign Bus.

"The photo shows a Berkhof-bodied DAF for London Sightseeing operations, in the days when all such services were run under the auspices of London Transport.

"I cannot remember whether the coach was actually bought by LT or just operated on their behalf by Ensign; I suspect it was the latter," said Mr Delahoy.



Sole survivor: Peter Newman still in same job, but has he diversified into footwear?

"Since the photo, Ensign has gone through many changes," says Richard. "The development of London tendered bus services which were subsequently sold off as Capital Citybus, and the rise and (partial) fall

of its secondhand coach and bus sales dealership.

"Remember the days when Ensign handled almost 1,800 former London Fleetlines?"

Ensign is, of course, now running London Pride as a

mainstay, with engineering a second string to its bow. Mr Delahoy suggests Peter Newman might also be moonlighting in the shoe game, and sent us this picture to prove it (above). Well worth the CBW mug.

Don't you just love being in control?

DEPUTY Prime Minister John Prescott (right) is setting the pace for the environment with this CNG car - one of two on the Government car fleet.

Remember that Rover ad, where the football manager who changes clubs also changes the colour of his new car, from red to blue?

Well, here's proof that Rover really DOES offer an exchange facility - Mr Prescott has ended up with the red one, probably swapped with that football manager just after the General Election.

"Powered by clean natural gas" says the slogan (the car, not the minister) but Mr Prescott is clearly not about to blast off on a test drive with it.

He has inadvertently climbed aboard through the passenger door...



Co-driver? Deputy Prime Minister John Prescott

The great Bradford cover-up

A BUS driver got himself into deep religious waters when he insisted that a Muslim woman lift her veil so he could check her travel pass.

She refused, so the Bradford driver for Dewsbury-based Yorkshire Buses wouldn't let her board... but now he's in trouble with the local Muslim community: "If the woman was wearing her yashmak, how could the driver identify her?" asks Yorkshire Bus general manager Brian Field, quite reasonably.

Bradford Council of Mosques takes a different view: "If someone wants to cover her face she should be allowed to. If the bus company wants identification, some way should be found to provide that."

Exactly which part of a Muslim woman might provide a unique identification feature isn't specified by the spokesman...

LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Delighted by CTC's stance

I am delighted to learn, in the article headed 'Why not start a Campaign' by David Fenton, of the Coach Tourism Council and its firm stance with regard to Consumer Protection as from 1 January 1998. This, I believe, will go a long way to encouraging coach operators, of which there are many, who are currently not bonded or insured, to protect the travelling public.

Their present position of 'sticking one's head' in the sand and believing consumer protection legislation will go away is simply foolish as it is IPP's belief it will, in the long term, be more stringent and certainly be better policed. The CPT is in an ideal position to monitor, and, if necessary, control, the need for consumer protection - or why not make it part of the O-licence renewal?

I can confirm my company will be delighted to assist them in any shape or form. We have recently become a member of the CPT and we look forward to working with them in providing insurance or bonding to meet this necessary legislation. Well done David Fenton and the Coach Tourism Council for their diligence in this respect.

Brian J McLean
Managing director
International Passenger Protection
Bromley
Kent

Not outfoxed by photograph

I was not outfoxed by your photograph (CBW, 27 November).

I refer to the double-engined Barton Bus (CBW, 30 October).

This was, in fact, earlier than 1926, and was front-wheel, not rear-wheel, drive as you surmise.

The vehicle featured in *Motor Transport*, 15 June 1925, with three photographs (which I am unable to reproduce). I quote: "One of their most recent experiments, which we were able to inspect on a recent visit to Beeston, was one of the most uncommon vehicles we have ever seen. The machine in question is driven and steered by the front wheels, and has as its powerhouse two Ford engines

Letter of the Week

Timely warning to small operators

Your competition and article regarding the PCC cars (CBW, 4 September) should serve as a timely warning to all small coach operators in the UK.

The President's Conference Committee (PCC) car was popular with operators and the public alike. One of the best examples was Pacific Electric Railway in Southern California. PE operated 1,000 miles of city and interurban lines and 2,700 daily scheduled trains based in and around Los Angeles. The city also had another suburban system, the LA Transit Lines which operated many PCC cars and a trolleybus system.

LA, with its sprawling suburbs, was ripe for the introduction of the motor coach. Over a protracted period motor coaches were introduced with the subsequent gradual closing of lines. In March 1958 the 'Yellow Cars' of the LA Railway and the big 'Red Cars' of PE were taken over by the grandly-named Los Angeles Metropolitan Transit Authority.

LAMTA's operation of streetcars and interurbans lasted only five years, ending in March 1963. PE was billed as the 'World's Greatest Electric Railway System', but that did not stop National City Lines and local authorities closing down whole systems everywhere across the US.

What has PCC got to do with today's coach industry in the UK you might ask? Our industry in the last 10 years has suffered the introduction of many new regulations in an effort to clamp down, control and eventually force out the small operator in favour of a small number of large operators in the coach industry.

For this control of our industry to be effective, you have to create a perceived need for large coach companies only. Therefore, a series of serious coach accidents is latched on to and manipulated by the popular

press. To borrow a phrase; Problem, Reaction, Solution. Problem: coach accidents and control of coach operators. Reaction: "something must be done" as generated by a consistent high-profile press campaign. Solution: legislation eg seatbelts, third-lane ban, drivers' hours, maintenance, construction and use regulations and restriction of new entrants to the industry etc. If you do not believe this, then see CBW 9 October, regarding the Spanish Government restriction on grounds of vehicle age.

I believe the VI and police are being used to harass the small operator as he is easy prey and finds himself heavily fined by the courts (often pleading guilty in an attempt to reduce court costs and fines), while the large operator retains high-profile solicitors to delay and get off the hook.

So, what of the future? Small coach operators must ensure their vehicles are maintained to the highest possible quality and that their drivers adhere to the hours regulations. These are the two areas the VI, police and traffic commissioners are looking to rigorously enforce. New small operators will find it increasingly difficult to obtain an O-licence as they do not fit the European Union's view of business. Marksman's timely article on just this very subject (CBW, 27 November) should be taken very seriously by all small coach operators. A further avalanche of regulations emanating from the EU will ensure this industry will be left only to the big boys if we are not very careful and take full control of our businesses.

John Houghton
Luxury Mini Coaches
Ealing
London W5

and transmission units, one of which drives the off, and the other the nearside wheel through separate overhead worm gears and universal joints."

The bus was described as experimental, and the reviewer regretted being unable to take a test drive. He reported it was capable of 40 mph and its "roadholding qualities and the absence of skidding on corners are remarkable."

The floor was a foot from the ground. One of the photographs would appear to be that in your article, though without the background.

It was pointed out the body was roughly constructed for test purposes, and suggested that a low-height double decker would be possible. Barton's was, of course a great experimenter, and had produced various elongated high seating capacity vehicles, often by adding an axle.

How about a real challenge next?

Lewis Burrell
Bassaleys
Gwent

■ Mr Burrell had, in fact, sent this letter in before our Diary story appeared on 27 November but because we have such a large mail-bag we have only now been able to print it in CBW. We will try to publish all the backlog over the next few weeks so don't stop sending in your letters - Ed.

More points on Barton vehicle

With reference Bygone Days (CBW, 30 October), the picture of the Barton experimental vehicle has been published since the 1920s. It was reproduced in *Barton Part One 1908-1949* by Alan F. Oxley and published by the Transport Publishing Co in 1983. From the photo-credits published it would appear these photos are in the Barton

Transport collection. The Alfred mentioned in the caption is Alfred Barton, one of the sons founder Thomas Henry Barton.
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What's the best way for bus operators to clean up their act? Tests at Millbrook proving centre have gone some way to providing the answer, says Mark Barton



Test was based on data logged from a decker operating route 159 Brixton to Baker Street

Pollution - the acid test

TWO years is a long time in the bus business. It has certainly been long enough for bus operators' attitudes to the environment to change - from ambivalence to customer-driven interest. And, in no coincidence whatsoever, it has been long enough for London Transport Buses (LTB) and Millbrook to agree, set up and carry out the most meaningful series of emissions tests ever.

LTB's objective was to identify measures that could reasonably be applied for the reduction of exhaust emissions from buses running on its routes, which may be harmful, and visible smoke.

Different fuels, devices, engines both then and now were and are being held up as effective in doing just that. But how well? At what cost? Which was the best combination?

LTB wanted answers from its own testing programme and not a supplier's. The test had to be repeatable and able to give real comparisons. Above all, it had to be able to give those comparisons as though from the pavement edge of a street in central London. Test bed data was not enough.

So, over to Millbrook proving centre. Its 700 acres of prime flat and hill land in Bedfordshire, owned in trust by the giant GM car corporation, contain exact reproductions of every road surface known to Man. More importantly it also houses the Variable Temperature Emissions Chamber (VTEC) - the only facility able to provide laboratory-based simulations of real operating condi-

tions. And it could easily accommodate a double-decker bus.

The test itself was based on data logged from a double decker operating route 159 Brixton to Baker Street in central London. The route contains relatively fast stretches up to Trafalgar Square, where vehicles typically achieve an average speed of 10.5 mph and spend 40% of their time accelerating, 30% idling and 30% decelerating. After Trafalgar Square, the route slows down to 6.2 mph average speed through heavy traffic, road junctions and the effects of five or six bus stops per mile. Over both sections of the route, there is virtually no steady-state running.

These so called 'real world' operating conditions were then accurately reproduced as a typical test cycle with the aid of a dynamometer and sophisticated air conditioning within the Millbrook VTEC. Logically enough, it is now known as the Millbrook London Bus Test Cycle.

Five types of double deckers were tested with various engine, fuel and after-treatment options. It soon became apparent that continuously regenerating particulate traps (CRTs) would not work with non-turbocharged engines. But, a combination of city diesel and an oxidising catalyst (CAT) reduced emissions from pre-Euro 1 non-turbo engines down to Euro 2 levels and eliminated visible smoke (see table below).

Perhaps not surprisingly, excellent emission results were demonstrated by CNG with oxidising

catalysts and by LPG with three-way catalysts. But both fuels impose infrastructural and operating penalties. In view of the fact London buses are being replaced at the highest rate for many years, the study then moved on to test the effects of ultra-low sulphur fuel, now known broadly as city diesel, CRTs and CATs on modern Euro 2 engine buses. Impressive levels of cleaning up were achieved by city diesel and CRTs, reminding this correspondent of a certain well known bus manufacturing boss who was fond of claiming (only half jokingly) that diesel engines would soon be taking dirty air out of the city and pumping cleaner air back out through the exhaust.

Further comparisons with CNG and LPG-powered buses proved just how clean such modern engines burning city diesel through CRTs are. For the majority of emissions, a Euro 2 vehicle running on city diesel with a CRT produced comparable or superior results, particularly in the more emotive area of particulate matter, which was reduced roughly by half.

In the words of LTB's principal engineer, Simon Brown, there "is not a lot to choose between the emissions performance of state-of-the-art gas and diesel engines with equivalent attention to fuel quality and exhaust after-treatment." In fact, the major difference appears to be price.

As a retrofit, a CRT costs about £3,500, is virtually maintenance free and imposes no fuel consumption penalties. In August this year the duty on city diesel was cut by 1p per litre relative to standard diesel and it is now available from several suppliers, including Shell, BP, Total, Neste and Greenergy.

The difference in price between a gas-powered bus and a diesel-engined bus starts at about £10,000. Then there are the on-costs of storage and ventilation and operational issues.

The last word belongs to Simon Brown: "I am sure that bus operators will not mind me speaking for them when I say that we would like to encourage the manufacturers of vehicles, engines, fuels and after-treatments to get together to design for us the most effective package, at reasonable costs, to enable us to give the public a reliable and clean public transport service in all areas."

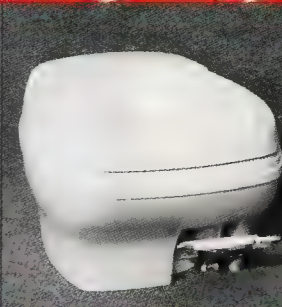
Comparison between standard/ultra-low sulphur diesel running on Euro 2 engines and CNG

Emission (g/km)	CNG with oxidising catalyst	Euro 2 with standard diesel and no after treatments	Euro 2 with ULSD and CRT
Hydrocarbons	3.01	0.61	0.136
Carbon Monoxide	0.66	1.29	0.202
Nitrogen oxides (NO_x)	9.92	14.27	11.9
Particulates (PM₁₀)	0.05	0.18	0.022
Carbon dioxide (CO₂)	1,344	1,323	1,281

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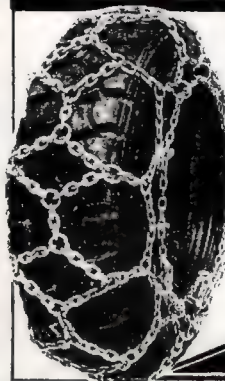
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A new vehicle, or a new lease of life?

Although new vehicles are more affordable than they were for many operators, giving existing ones a revamp is still often a good option.
Alan Millar reports

THE industry has moved on from the darker days at the beginning of this decade when far fewer bus and coach operators could justify the cost of purchasing new vehicles. In those straitened circumstances, many had little choice but to make do with the vehicles they already owned and to find ways of prolonging their useful lives.

Refurbishment became a popular option, with underemployed bodybuilders only too eager to turn their hands to fitting new bodies on 10 or 15-year-old chassis, or to carrying out extensive rebuilding jobs on existing coachwork. Often, perfectly serviceable chassis were saddled with seriously corroded bodies which dictated the decision to replace or rebuild. Beneath the skin, the most worn-out major units could be replaced, helping create a vehicle which no one could pretend was new, but which ought to be good for at least another five years' life.

This approach appealed especially for bus work, but could equally usefully be applied to coaches required for schools and general private hire duties.

It was at this time that the idea of rebuilding Leyland Nationals also gained favour. These vehicles had some of the most structurally sound and well laid-out bodies ever built for British buses, but in the fixed-head Leyland 510 engine, they also had one of the least reliable and most smokey power plants on the road. The bodies could be brought up to date with DPTAC-standard features, while new Gardner, DAF, Cummins or Volvo engines could bring their emissions up to scratch.

But what has happened now that the industry has moved on and the largest fleets have committed themselves to multi-million pound investments in the latest designs of buses and coaches? Is there still a role for refurbishing?



Is there still a role for refurbishment? Yes, but operators have become much more selective

The short answer is 'yes', although it is now being done more selectively. Former British Rail engineering works and some other companies that dabbled in the market have pulled out again, but there still is a demand for the services of those which survived.

And as companies like Fleetmaster Bus & Coach have found, while demand for rebuilt Nationals has died away rapidly to what looks like a final trickle, there is a healthy market among coach operators for Leyland Tigers which can be upgraded and sold for less than £40,000. When the supply of suitable vehicles is finally exhausted, Fleetmaster, for one, is confident that opportunities will open up to do similar work on older Volvos or other similar and widely available vehicles.

The continual tightening of emissions limits could also lead to more engine refurbishment being carried out in future. While the Euro 1 and Euro 2 limits already in force – and the Euro 3 limited now mooted for implementation within the next four years – only apply to vehicles first registered after specified dates, the pressure is likely to grow

for older vehicles to be cleaned up, too.

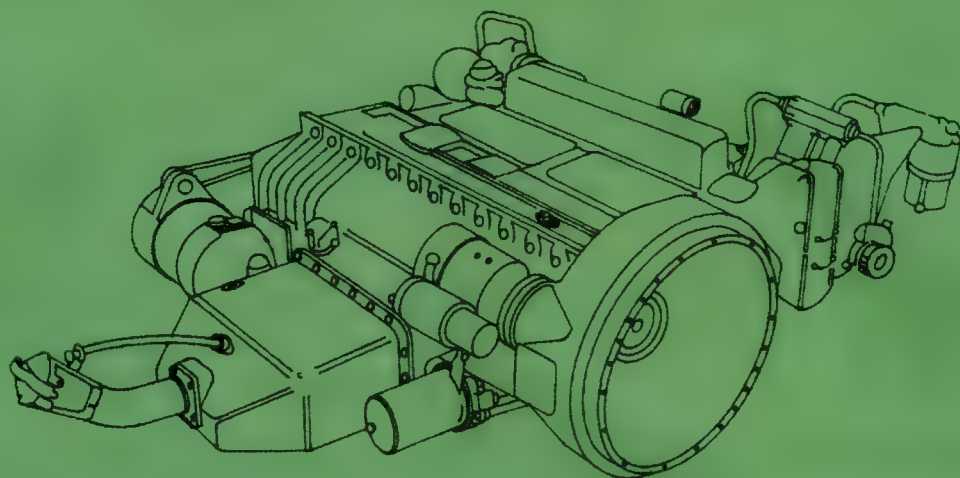
This pressure could be felt most strongly in London and other major cities, and might affect tourist coaches as well as service buses. Operators could well find themselves being encouraged to fit cleaner engines on older buses if they don't intend to accelerate the replacement of their fleets.

At its most extreme, this movement – and the quest for better reliability and spares availability – has encouraged the Go Ahead Group to buy new Scania engines for some of its oldest London Routemasters. Operators with less vintage, but still smokier-than-Euro 1 buses might be persuaded to consider following this route and fit new generation engines in older vehicles like MCW Metrobuses.

They may be encouraged to know that Gardner, at least, is looking very seriously at ways of cleaning up the performance of existing engines. Not only ought that to be a cheaper option, but it could also save operators the complications that arise when new generation engines have to be matched up to older generation gearboxes and chassis mountings.



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Gardner aims for cleaner capital

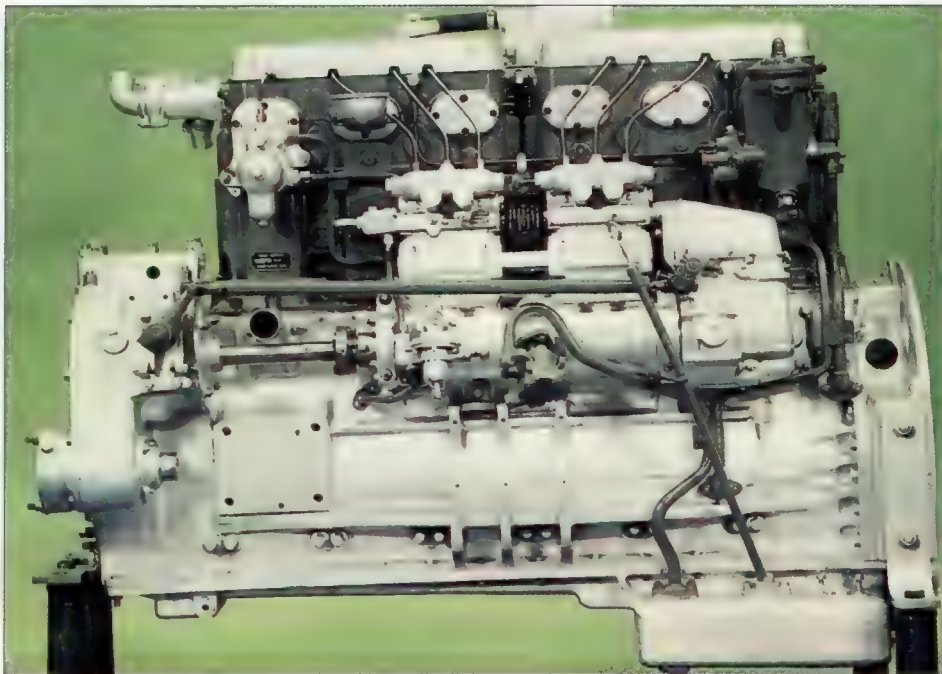
GARDNER is working on a project to save operators of MCW Metrobuses and other pre-1990 double-deckers from needing to re-engine buses to meet stricter urban exhaust emission limits that London Transport and PTEs may set for operators of tendered services. The cost of putting engines of mid-life vehicles through the full Euro 1 and Euro 2 homologation process could be prohibitive, while compatibility problems could arise if new generation engines are coupled to older transmissions and chassis componentry.

So Gardner is working on a modification which would use a Californian-produced electronic demand charger to add air to the combustion chamber and so improve the air/fuel ratio. This would cut in when the ratio departs from what is needed to maintain the required emission levels. catalytic converter and low sulphur fuel to produce better-than-Euro 1 emission figures. When the exhaust system is also changed to incorporate a catalytic converter, modified Gardner 6LXB and 6LXCT engines could run on low sulphur diesel and produce emissions close to Euro 2 targets.

Gardner engine sales manager Peter Hobson says the modification is still being tested, but early results have been encouraging enough to interest major operators, including FirstGroup.

"Because of the age of vehicles due to remain in service in London for quite a few years, we think that the cost of this super-green package could be more attractive than buying in engines from other manufacturers and changing the chassis peripherals," says Mr Hobson. He believes there may even be an improvement in fuel consumption.

This development is part of the change which has turned Gardner from being the country's leading proprietary manufacturer of bus and truck diesel engines into more of a remanufacturer. Most new Gardner engines go into ships and its last bus installations were in ERFs for Stagecoach in Africa. As well as remanufacturing its own 6LXB and 6LXCT engines (either to pre-1990 standards or as its 1993-standard "green" engines), it also reworks horizontal Leyland 680 and TL11 units. It moved on to Leylands about



Californian-produced electronic demand charger gives Gardner engines a green future

three years ago as the parc of Gardners continued to decline. Mr Hobson says demand for the 680 is falling away quite rapidly as surviving Atlanteans and Leopards depreciate to the point where it is cheaper to fit a major unit from a scrap vehicle.

"It's the same as happened with the 6LXB in the Fleetline and Bristol VRT. At the bottom end of the market, if an operator pays for a full remanufacture, it could find that the cost of that is more than the whole vehicle is worth."

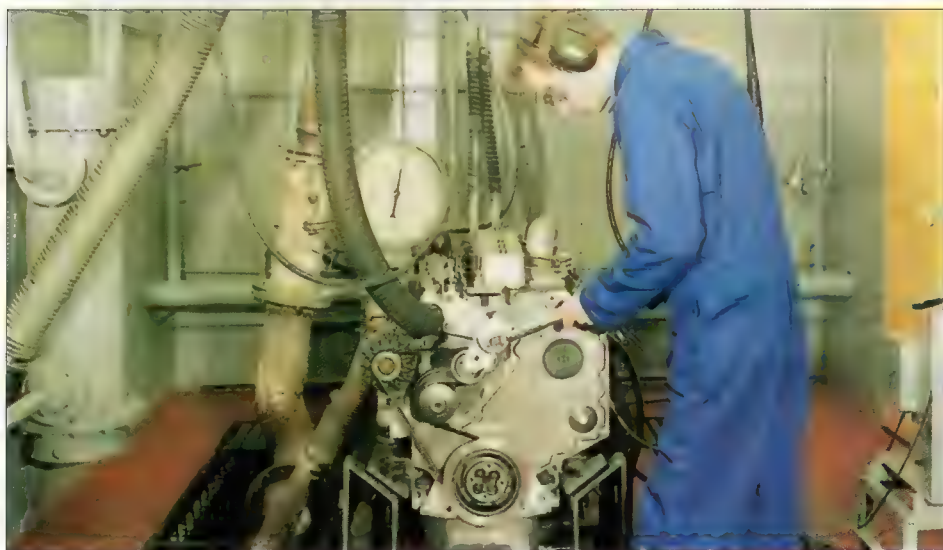
On the other hand, he says the market for TL11s – especially in Tiger coaches – is healthy. "The last Leyland engines were built in 1987, so they are at least 10 years old, but a lot of Tigers of that age are still on front-line work and the operators using them want to fit refurbished engines that come with a full warranty. They would rather

have that than a part-rebuilt unit."

Mr Hobson says Gardner's ability to provide this service stems partly from changes in the bus market, as major groups have dispensed with their central workshops, are seeking driveline warranties of anything from three to five years on new vehicles and are confining themselves to routine maintenance.

He says the major groups are focusing on quality remanufacturing and this has encouraged Gardner to diversify into remanufacturing axles and transmissions. In October, it strengthened its presence in that end of the market by taking over Avon Transmissions. Eventually, it's expected to transfer the Avon operations from Wakefield to part of its Patricroft works in Manchester.

■ Contact 0161-789 2201.



Short Cummins engines are still rebuilt to same standards as factory-produced units

Cummins Engines goes on to shorts

DIESEL RECON UK, Cummins' Scottish-based remanufacturing subsidiary, now offers a cheaper alternative to its whole reworked B, C and L10 engines. It now offers what it calls a Short Engine option on these same series – a remanufactured unit that comprises the heart of the engine, but which excludes the fuel pump, turbocharger, compressor, manifold and plumbing arrangements. It says this is useful where operators have non-standard installations.

Short Engines are still rebuilt to full factory standards, only using genuine new and remanufactured parts. The rebuilding process begins with a detailed analysis of the core engine to determine which raw materials are suitable for remanufacture.

■ Contact Cummins on 0181-949 6171.

Smoke control saves Nationals

FOR JUST £600, Wolverhampton-based engine remanufacturer Actionform can supply and fit a patented device that reduces exhaust emissions on 510-engined Leyland Nationals.

Managing director Peter Tonks says this saves operators from having to re-engine Nationals. It has been tested with local operators Ludlows of Halesowen and the Birmingham Bus Company, while Stagecoach South recently placed an order for 17.

"Our major competition comes from people offering catalytic converters or exhaust filtration to reduce emissions," says Mr Tonks.

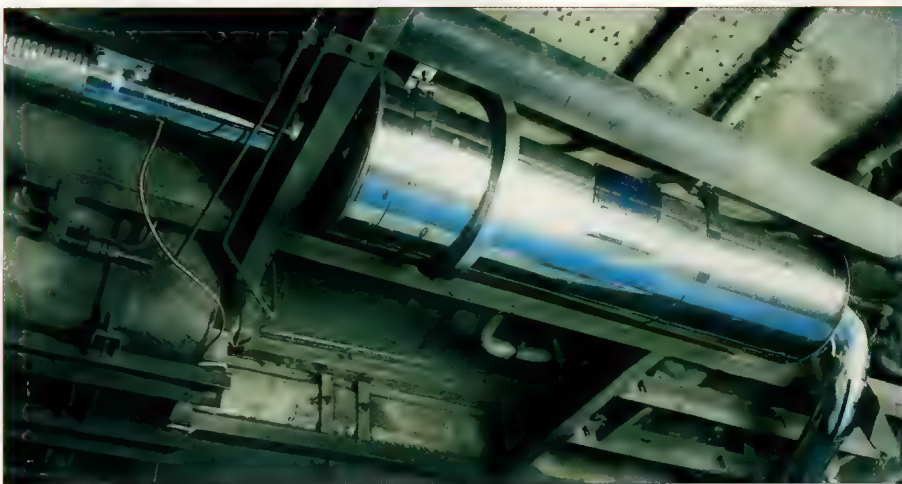
"My opinion is that these all shut the stable door after the horse has gone. The problem is caused in combustion and we use a specially manufactured, multi-ported shock absorber which allows the turbocharger to have an adequate air supply. this slows rack movement and there is no loss of acceleration."

He believes that, contrary to normal experience when more fuel is used to increase engine power, the Actionform modification increases engine combustion efficiency and actually reduces fuel consumption.

"There is a terrific reduction in black smoke," he says.

"And if you're not shoving carbon and rubbish into the exhaust, then you're not coking up the engine."

■ Contact Actionform on 01902 714242



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EminoX traps the fumes and noise

EXHAUST SPECIALIST EminoX says operators can improve emission and noise levels by fitting its stainless steel systems that are designed to last the lifetime of a vehicle.

In a recent collaborative venture, it has teamed up with catalyst manufacturer Johnson

Matthey to develop the continuously regenerating trap (CRT) combined catalyst and filter unit. This combination virtually eliminates hydrocarbon and carbon monoxide emissions as well as removing particulate matter.

■ Contact EminoX on 01427 810088.



Repair avoids windscreen replacement and saves operators money

'Saving the screens others can't'

CRACKMASTER, a Nuneaton-based company, says its windscreen repair service is able to save damaged screens other companies are not able to treat. It repairs long cracks of any length to MoT standard and says this helped one of its smaller coach operating clients eliminate a £15,000 annual windscreen replacement bill and confines its repair bill to just £775.

■ Contact Crackmaster on 01203 328466

Ready market for refurbbs

HORSHAM-BASED Fleetmaster Bus & Coach says it has found a willing and growing market for its recently-launched Quality Value Coach (QVC), a refurbished Leyland Tiger with Plaxton Paramount 3200 body and express doors. Over 27 enquiries have been received since it launched QVC just before the Coach & Bus '97 show.

Depending on age and specification, these retail for between £25,000 and £35,000. Typically, the range from 1983/84 models with MkII bodies to 1988/89 MkIIIs. Most are sold as 53-seaters (even if they have been bought with toilets and fewer seats), but a few have been sold in 57-seat formation. When available, Berkhof and other body types have also been used, but most are Plaxtons.

"There seems to be a niche market among smaller operators looking for this age, price and specification of vehicles," says Fleetmaster director Steve Swain, "But we've also sold some to a major group that needed them for school contracts. Most of the donor vehicles have come out of major groups' fleets."

"Many people are looking for 53-seaters and the Tiger is a well-proven design with parts that are readily

available. They are about £10,000 cheaper to buy than the equivalent age and specification Volvo B10M and the Tiger was supplied in large numbers to the National Bus Company and Scottish Bus Group, so there still are many around. We aim the QVC at small operators which can pick up a coach on a Monday and use it from the Tuesday."

Fleetmaster's refurbishment is confined largely to bodywork, with stretch panels replaced as necessary to complement a fairly extensive retrimming and reflooring. Exteriors are sprayed base white, with operators' liveries added when required and the coaches are re-registered with private plates. Mechanical refurbishment is dictated by MOT examinations. Mr Swain said: "We could go too far if we overhauled everything as this would push up the price without offering any advantage to the operator."

Finance packages have been arranged with LHE Finance, with some deals being available for around £600 a month.

In the longer term Fleetmaster believes that the QVC could be on Volvo B10Ms or other comparable vehicles.

■ Contact 01403 276222

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Variety is spice of life for Transliner

SI CARLTON

THIS top-specification Neoplan Transliner will be earning a crust in a variety of ways with Gloucestershire operator Andrew James.

The Tetbury-based vehicle was delivered with a set of four Neoplan tables so that the coach can be down-seated for corporate work.

"We're dipping our toes in the corporate market at the moment, but the work is developing nicely," said Andrew James. "The coach will mainly be used for tour

operator contracts, with occasional private hire and National Express duplicate work."

The Transliner is built on Dennis' Javelin 300GX. It has air conditioning, rear sunken toilet, drinks machine, draw curtains and a variety of other features including a built-in, underfloor vacuum cleaner.

"We saw the vacuum cleaner demonstrated and I'm pleased to report that it works as well as they say," said Mr James.

The operator has a fleet of 14 vehicles, 10 of which are buses for its AndyBus local services and four are front-line touring specification coaches.



Arrows 'right on target'

DENNIS

CAPITAL CITYBUS has ordered a further 27 East Lancs Pyoneers built on Dennis' Arrow chassis.

The double-deck buses will again be to Capital Citybus's specification, which has so far met with the approval of joint md Leon Daniels, his drivers and the passengers.

"We have been delighted with the performance of our Arrows," said Mr Daniels. "Compared with other types of decker, they are cheaper to buy, simpler to maintain, and very fuel efficient."

The next delivery will enter service in Spring on Citybus's newly-won London Transport tendered routes running through central London. Capital's growth makes it the largest independent in London, commanding 6.1% of the market.

The new buses will bring the fleet to 300 vehicles, of which 53 are Dennis Arrows.

They all have 76 seats fitted within the two-door bodywork, and cab air conditioning.

Power comes from a Cummins C-series 245bhp engine driving through a ZF automatic gearbox.



Service Renowned

WRIGHTS

FIRSTGROUP'S new GOLDservice in Manchester is enjoying the benefits of Wrights' Foline Renown bodywork. The ramped floor design which is claimed to reduce the 'gallery' effect of rear-engined buses has been married to FirstGroup's standard interior in a bid to attract passengers to Greater Manchester's Wigan and Leigh services.

The routes were previously served by double-decks but now get nine Renowns alongside five Wrights Liberators delivered last year. The 41-seat Renowns are on Volvo B10BLE, and the Liberators on Volvo B10L.

"GOLDservice encompasses everything that our

customers encounter when they travel on our routes, including the styling and the layout of the buses themselves," said Greater Manchester managing director Dr Mike Mitchell.

"Their design also helps us meet the strict standards of interior and exterior cleanliness we have set for GOLDservice. Inside, the absence of angled corners removes dirt traps so cleaning once a day is not difficult. Wheelarch anti-splash brushes keep the livery looking bright."

The service, which comes with a money-back guarantee of satisfaction, achieved a 20% growth in passengers in some parts of Aberdeen when introduced by Grampian Transport.



IN BRIEF



NCT getting 25 Pyoneer deckers

NOTTINGHAM CITY TRANSPORT is getting 25 East Lancashire Pyoneer double-decks, 15 of which are on Olympian and 10 on Citybus D10M - a B10M-based chassis last built in 1993.



Edwards — into the Futura

SOUTH Wales operator Edwards of Llantwit Fardre has taken two of these Bova Futura FHD integral coaches. They are air conditioned, with 49 seats, toilet and ZF retarder.

National Holidays takes its first new coaches

KIRKBY

REBORN coach tour company National Holidays has taken delivery of its first new coaches.

The three Plaxton Premiere 350s with Volvo B10M chassis have gone straight into tour service with the operator - the former EYMS Group company now being run by Godfrey Burley - as growth in business tops 50%.

"This year has seen significant expansion of our business" said National Holidays md Graham

Rogers. "We have expanded both organically and geographically.

"We are planning further growth, and to support this, are investing in high-quality coaches," said Mr Rogers.

"The bulk of our existing fleet is made up of Plaxton-bodied Volvos, and it's a combination which we are very happy with. We get excellent service from both manufacturers."

National Holidays now runs 63 vehicles from four locations - Hull, Manchester, Middlesbrough and Newcastle-upon-Tyne.



Stagecoach East London deckers

STAGECOACH East London has 38 of these Alexander-bodied Volvo Olympians running between Oxford Circus and Ilford. The two-door, 79-seaters with R-type bodies, replace older deckers.

Alternative to chemical cleaners can be safely flushed away says firm



Biotechnology-base cleaners range from Envirobridge

'Clean in safety'

By Mark Williams

ENVIRONMENTALLY-aware operators looking for the alternative to powerful and poisonous cleaning chemicals can now buy industrial-strength 'safe' cleaning agents.

Banbury-based Envirobridge says its range of UltraShield Bio Active cleaners are not only natural products which can safely be flushed away but are in some cases more effective

than chemical cleaners.

Their action depends on sprint enzymes - natural enzymes which not only act quickly to digest contaminants but 'breed' to match their 'food supply.' As a result, claims Envirobridge, they penetrate scratches and hollows to produce a more complete result, very often for less cost, and with fewer COSHH implications.

"Traditional chemical cleaners aren't good news for the environment," said

marketing director Alan Houston.

"Typically, they contain harmful acids, toxins and caustics.

"We predict that this totally new approach will literally sweep away the old style of chemical use by 2002.

"And if anyone has any doubts about this extraordinary range of products, we will be happy to organise a demonstration to prove our claims."

Protect your bus wash

BUS WASHES can become all but useless in cold weather, but the effect of a deep freeze can be even more disastrous.

Frozen pipes often burst, springing a nasty surprise on the operator during the thaw and disabling the bus wash when the need for cleaning is greatest - which is why Wilcomatic has introduced Frostguard.

This device monitors the air temperature constantly, having no effect until it drops to within a couple of degrees of freezing.

When freezing is likely, it sends repeated bursts of compressed air down the pipework, blasting out any stagnant water.

■ Full details available from Wilcomatic on 0181 684 9900.

Additive 'cut emissions by half'

A RENAMED diesel additive is being heralded the easiest way to reduce emissions by half.

COUNTdown is the chemical previously known as Millennium - renamed since Shell has already registered Millennium. Mixed with diesel, it improves combustion but lowers combustion temperature in the cylinder.

Simultaneously, it is designed to keep fine-tolerance components such as fuel injectors at peak efficiency, and adds lubricity to diesels - especially ultra-low diesels which characteristically have fewer lubricating properties.

COUNTdown has been on test with a number of haulage and coach operators for two years. Used in a

Volvo FL6 truck it reduced PM10 emissions by 20% and emissions overall by between 14% and 46%, depending on engine speed. Used in a K93 coach, it cut PM10 emissions by 52% at higher engine speeds, and emissions overall by 88%.

■ Details of COUNTdown from Highspeed Lubricants, on 01535 611103, fax 01535 611546.

'Black box' system uses Global Positioning System for tracking

AS THE demand for 'telematics' grows, Danish fleet management specialist Navigato has appointed Bath-based Centrics UK distributor.

The 'black box' modular FMS-200 system offered by Navigato uses the Global Positioning System (GPS) to accurately track vehicles, processing information through an on-

board computer terminal.

The system allows two-way communication between vehicle and base station, on a choice of radio services including GSM, SMS, GSM Data, Data Radio and Inmarsat-C. This allows almost any data, including tachograph details, to be viewed 'live' by the operator.

Centrics is also supplying Web-based WAWA information services. It provides a central focus for data gathered from 'black boxes' and collates it, processes the information then sends it via the Internet direct to the customer.

"What makes Centrics' WAWA solutions unique is that they do not

require any major capital investment in technology on the part of the customer," said a spokesman.

■ Details of Navigato products and Centrics' services available from Paul Stroud or Neill Bayley, on 01249 701701, or e-mail pstroud@centrics.co.uk or nbayley@centrics.co.uk

Warning on windscreens

AUTOGLASS warns that chipped windscreens will worsen considerably in freezing conditions.

To repair a recently-chipped laminated screen costs around £45 but if left, water ingress speeded up by bad weather will make replacement a much more expensive necessity.

"The repair is almost invisible and as strong as the original glass," said Stephen Gaunt, Autoglass manager.

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Aluminium glazing system sheds light on passengers at Leeds Bus Station

PASSENGERS at Leeds Bus Station now benefit from the advantage of total weather protection but in natural light.

Aluminium glazing systems supplied by Senior Aluminium Systems not only provide the feeling of space for waiting passengers, but help provide comfortable 'on-street' areas to enjoy a snack.

■ Details of SAS glazing systems are available from the Bradford company on 01274 687207, fax 01274 681678.



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£53,000 FOR QUICK SALE
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 BOTH VEHICLES HAVE 10 MONTH'S MOT AND ARE IN PRESTINE CONDITION
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1985 SB DAF PARAMOUNT,
 53 seater, new stretch panels, radio/PA, air suspension, retrimmed, 1995, MoT 10/3/98

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 53 seater, all good panels, Mark IV, front and rear, radio/PA, retrimmed 1996, MoT 18/2/98

1977 BEDFORD 500 YMT, 53
 seater, MoT 28/4/98

ALL PLUS VAT

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53 retrimmed seats, fully seatbelted, new engine in 1996.

Mint condition.

Tested October 1998

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1994 L Reg DAF SB3000WS Caetano Algarve II, 49/53 rec and courier seat, centre Continental door, centre demountable toilet, fridge, hot and cold drinks, seatbelts, footrest, armrest, curtains, double glazed, entrance & gangway carpet, radio/tape/PA, 193k miles, new 1 year's MoT. **£115,000+VAT ono.**

1993 K Reg DAF SB2700HS VAN HOOL, 51 rec + courier seat, centre Continental door, centre toilet, hot and cold drinks, seatbelts, footrest, armrest, curtains, double glazed, handrest covers, radio/tape/PA, 205k miles, 13 months MoT. **£110,000+VAT ono.**

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74289/CM

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12 months MoT.....£3,450
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57 recliners, Telma, seatbelts,
TV and video, COIF
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certificate May 1998. £38,000

Both vehicles in good
condition

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£75,000 plus VAT

1988 VOLVO B10M/VAN HOOL
49/53 recliners, seat belts, double glazed, centre sunken de-mountable toilet, Webasto, continental door, hot drinks, Telma, fridge, blinds, air conditioning, video and 2 x monitors, centre gangway carpet.

£60,000 plus VAT

1987 VOLVO B10M/VAN HOOL
49 recliners, seat belts, double glazed, Webasto, centre sunken toilet, continental door, hot drinks, Telma, fridge, blinds, video and x 2 monitors, centre gangway carpet.

£55,000 plus VAT

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3200 Mk 3**

49 recliners, seat belts, double glazed, curtains, rear saloon toilet, hot and cold drinks.

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Mk 2**

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£25,000 plus VAT

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3200 Mk 2**

53 seats, seat belts.

£22,000 plus VAT

**1985 BEDFORD YNT/PLAXTON
3200 MK 2**

53 seats, seat belts.

£18,000 plus VAT

**1984 BEDFORD YNT/PLAXTON
3200 Mk 1**

53 seats, seat belts.

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**1981 BEDFORD YNT/SUPREME
(Express) Mk 4**

53 seats, seat belts.

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**1980 BEDFORD YMT/SUPREME
Mk 4**

53 seats, seat belts, Cummins engine.

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**1980 BEDFORD YMT/SUPREME
(Express) Mk 4**

53 seats.

£4,000 plus VAT

**1979 BEDFORD YMT/SUPREME
Mk 4**

53 seats, seat belts, Cummins engine.

£3,500 plus VAT

**1979 BEDFORD YMT/SUPREME
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PRODUCT & SERVICES: 5pm Monday 15 December
APPOINTMENTS & TENDERS: 5pm Monday 15th December
VEHICLE SALES: 10.30am Tuesday 16th December
(COACHMART SECTION: 1pm Tuesday)

NO ISSUE 25TH DECEMBER

2nd JANUARY ISSUE

THE ONLY TRADE MAGAZINE TO PUBLISH THIS WEEK.

PRODUCTS & SERVICES 5pm Tuesday 23rd December
APPOINTMENTS & TENDERS 5pm Tuesday 23rd December
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December or on Monday 29th
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Tel: 01733 467147

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**92 VOLVO B10M
PLAXTON EXCALIBUR**
ZF gearbox, 51R+C, retarder,
video/monitor, radio/PA/cassette,
rear toilet and continental door



**88 SCANIA K112CRB
VAN HOOL ALIZEE DH**
GS772 gearbox, 50R+C, retarder, rear
saloon toilet, drinks machine and
continental door,
repainted into stock white



**92 MERCEDES 0303
JONCKHEERE DEAUVILLE**
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JONCKHEERE DEAUVILLE**
ZF 6 speed gearbox, 51R+C, retarder,
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WEST MIDLANDS & WALES
Bob Nevitt 0585 594614
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Steve Lambert 0410 055711
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machine, refrigerator, rear sunken toilet
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VAN HOOL ALIZEE SH**
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rear sunken toilet and Webasto.



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74274/BED

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(2 available), 53 recliners, retrimmed
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218127. 73803/DAF

DAF

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271792. 74176/DAF

X REG Daf MB200 Supreme 5 GT. 53
reclining seats, MoT March 1998, tax end
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N & P Registration
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FORD

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tion. Finance available. £13,995+VAT
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'85 reg. Tel 01207 271792. 74174/FO

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73881/DE



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53 reclining seats, double glazed,
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48 Ambiente reclining seats, c/w
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Continental door, M registration
1995. Rental, Lease or Sale
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33 seater, G reg 1990, PMT body, MoT November 1998

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74135/ME

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1989 LEYLAND TIGER

Plaxton 3200
Cummings L10 Engine
Seat Belted, ABS, Telmar, Double Glazed, Toll Window, Ferry Lift, Variable Speed Control, 53 Recliner. Supplied with new MoT

£52,500 + VAT
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73897/E

LEYLAND TIGER 245

A reg Duple Laser Coach, 51 recliners, 6 months MoT, seat belts, semi-automatic gearbox. In daily use

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74275/E

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Gardner 6LXB, 2 door, 70 seat bodies, some with long tickets from **£8,000-£12,000**

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73978/E

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73865/MAN

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LDV Convoy Turbo 16 seater Luxury spec

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CREST 'IMPALA 35'

USED VEHICLES

1988 E Mercedes 609D 24 seater (Choice of two)

1990 H LDV 400 16 seater

1991 J Toyota Optimo 21 seater

1992 K Talbot 12 seater

David Broad

01634 711178

0973 848399

South



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1992/3 (K) Talbot Freeway 12/20 seat vehicles, choice of 16 bus seats or 12 coach seats with 3-point belts plus two wheelchairs, all seats on tracking for up to six wheelchairs, power doors, Ratcliffe tail-lifts, one owner vehicles with low warranted mileages, full PSVs, price includes your choice of interior specification as well as our usual preparation package and respray in your livery, choice at just £9,995 each

COACH-SEATED VEHICLES

1990 (H) Freight Rover Sherpa 350 20-seat coach, late-model Ford DI engine and Ford MT75 5-speed gearbox, 20 retrimmed coach seats in attractive brown/orange patterned moquette, power door, luggage racks, two-point seat belts, powerful and versatile little coach being prepared now for December delivery, £7,995

REFURBISHED 609D LUXURY CONVERSION WITH POWER DOOR!!

1989 F Mercedes 609D 24-seat luxury coach, manual gearbox, Scotts conversion with Plaxton Relaxa reclining seats with armrests and seat-belts, recently refurbished and retrimmed in brown centre-pattern moquette by us, resealed cream by us in 1997, absolutely outstanding vehicle for year, £13,995

1977 PP Bristol LHS6L Plaxton Supreme 30-seat coach, Plaxton Supreme IV front, fitted with Plaxton Relaxa reclining seats with armrests and seat-belts, recently refurbished and retrimmed in brown centre-pattern moquette by us, resealed cream by us in 1997, absolutely outstanding vehicle for year, £13,995

BUS SEATED VEHICLES FOR EARLY DELIVERY:

1989 G Renault S56 Northern Counties 25-seat bus, £6,495

1988 F Iveco 49.10 Robin Hood 21-seat bus, £4,695

1988 E Iveco 49.10 Robin Hood 21-seat bus, £4,295

1987 E Renault S56 Alexander 19/21-seat buses, just two left, £3,695

1987 E Freight Rover (Ford DI engine/box) Carlyle II 20-seat bus, £4,695

1987 D MCW MetroRider 23/5-seat buses, Perkins engine, choice, £5,995

1987 D MCW MetroRider 23/5-seat bus, Cummins engine, £6,495

1986 C Mercedes 608D/Reeve Burgess 20-seat bus, £5,495

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- ★ Delivery service using our own specially designed bus transporter

DUE IN SHORTLY

1988 E Renault S56 Mark II Northern Counties 28-seat coach, seat belts, luggage racks, excellent specification, very rare vehicle, one only.

1987 D Mercedes 507D 16-seat coach, retrimmed "Graffiti" seats

1985 B Ford Dorchester 6-seat limousine

THIS WEEK'S DRIVE-AWAY BARGAINS

(safety check only included, full preparation often available at extra cost if required)

1987 E Ford Transit 100 petrol 11-seat coach, retrimmed interior with high-back coach seats in Holdsworth Graffiti moquette and fitted with Safetex retractable seat-belts,



radio/cassette, just two owners from new with comprehensive service history since 1993, MoT 11/98, taxed 05/98, drives superbly and maintained to the highest standards, a truly excellent little trade-in bargain ready for work at just £2,595



1987 E Optare City Pacer 21/25 seat buses, just two owners from new, manual gearboxes, recent engine reconitions, yellow/black exteriors, outstanding appearance, MoT's 6/98 and 8/98, choice of two of these attractive vehicles at just £2,995 each

1983 A Mercedes 608D SMS 21-seat service bus, power door, MoT April, one only, £2,295

TRANSIT 20-SEAT BUSES - ONLY TWO NOW LEFT

1985/6 (B and C) Ford Transit 20-seat buses, Carlyle Mark I bodywork, red exteriors, very rare vehicles, MoT's 2/98 and 3/98, beige/orange interiors, power doors, ticket machine fittings. Excellent drive-away value at just £1,595 each. Ideal spare or contract buses - 20 seat Transits are very rare so buy them while we've got some!



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R Mercedes Benz Vario. Executive Pullman. 24 seater superb luxury coach. M2 luxury coach seats. Power operated plug door. Coach back end with huge drop well boot. Luxury high line plant on windows. Super luxury fittings and trim. **From £258 p week**

R LDV Convoy. Luxury 16 seaters. Front entry. Dropped steps. High line plant on windows. Executive trim and M2 seating. Luxury side skirts. Luggage racks and full sized coach vents. Options for turbo diesel, wheelchair access and removable seating. **From £99 p week**

R Iveco Ford 49-10 Turbo D. Super luxury 19 seater executive coach. Coach rear end with small boot. Super luxury M2, full sized coach seats with Fainsa luxury armrests. Glass coach plug door. Super luxury coach fittings and interior trim. **From £164 p week**

R Mercedes Benz Sprinter. Turbo D. Medium wheelbase, super luxury executive 12 seater mini coach. Superbly spacious. Full sized M2 luxury coach seats. Air conditioning. Side skirts. Timber cappings with luxury curtains. Drop step front entry. **From £115 p week**

R Iveco Ford 49-10 Turbo D. Pullman Executive. 16 seater with huge rear boot. Full executive trim and fittings. Full sized M2 seats with luxury arm rests. Walnut cappings and luxury curtains. TV / video, P.A. system, reading lights. Option for air conditioning. **From £180 p week**

R Renault B110 Messenger 2.9 Turbo D. Front entry 16 seater luxury mini coach. Raised floor with huge rear drop well boot. Full sized luxury M2 coach seats with armrests. 3 level luxury interior trim with shaped luggage racks and reading lights. Spacious and rugged. **From £164 p week**

R Renault Master. Luxury 13 passenger wheelchair accessible mini coach. Raised floor with hidden chair lift. Moquette trim and luxury fittings. Low entry step. Side skirts. Panoramic tinted windows. Front passenger captains seats and much much more. **From £121 p week**

R Renault Messenger B110. Luxury 18 passenger wheelchair accessible mini coach. Raised floor pan with no wheel arch intrusion. Multiple wheelchair positions. Tracked rear M2 seating. Luxury moquette trim. Front entry with drop step. Side skirts. Under body wheel chair lift. A true dual role vehicle. **From £164 p week**

R Mercedes Benz Vito. Vitenza executive 7 seater. Full executive trim and full sized luxury coach seating with Fainsa arm rests and quilted head rest covers. Twin sunroofs. Luxury curved plant on windows. Huge rear boot. Mercedes Benz alloy wheels. Deep pile carpet. Colour keyed bumpers. 2.3 diesel engine. Stylish and elegant. The very best available. **POA**

R Renault B110 Messenger Turbo D. 16 seater wheelchair accessible mini coach. Raised floor. Under body chair lift. Lowered front entry. Luxury trim and fittings. Tracked rear M2 seats. Panoramic tinted windows. Full sized coach seats. Spacious and flexible. **From £161 p week**

R Fiat EuroCab 2000. Ultra modern wheelchair accessible 'Black Cabs'. Choice of colours models. 6 and 7 seaters. Over 50 options and design specifications including turbo diesel, traditional taxi rear ends, multiple wheelchair access, 2 way intercom systems, taxi door locking units, lowered suspension options, modern taxi sign pods, kerb loading seating etc. **From £89 p week**

R Mercedes Benz. 7 seater, EuroCab, luxury 'Black Cabs'. Executive hackney interior with heavy duty partition and taxi style trim and fittings. Lowered suspension with access for 2 large wheelchairs. Ultra modern design. Front and rear luggage bays. Vented rear heating and optional vented air conditioning system. Choice of specs and colours. **From £89 p week**

R Ducato Diesel. Luxury 8 seater Taxi bus. Super luxury trim and M2 seating. Front luggage bay. Tracking for one wheelchair with options for more. Executive interior styling. Tinted hi line windows. Unbeatable value for money. **From £89 p week**

Quality New Conversions on low mileage vehicles

P Ford 2.5 D. Executive 8 seater Taxi buses. Choice of 6 superb vehicles. All low mileage one owner with brand new luxury Jubilee conversions. M2 seating and tracking for one wheelchair. Front and rear luggage options. Standard and semi high tops. **From £61 p week**

N Volkswagen diesel. Luxury 8 seater Taxi buses. Choice of colours. New super luxury Jubilee conversions. High backed M2 seats in moquette. Tracking for one wheelchair passenger. Options for front and rear luggage. Superb throughout. **From £59 p week**

N Fiat Ducato Diesel. SWB. Luxury 8 seater Taxi bus. Beautiful example with full M2 seating and wheelchair access. Tinted windows. Luxury trim. Front luggage pen. Perfect for airport transfer or executive work. **From £59 p week**

N Ford 2.5 D. Executive 8 seaters. Luxury moquette trim. Tracking for one wheelchair. Choice of 3. Standard and semi high top examples. Tinted windows, luxury carpet. Wheel trims and executive graphics pack. Top value for money. **From £59 p week**

M Renault Traffic Diesel. SWB luxury 8 seater taxi buses. New M2 high quality conversions. Choice of colours and trims. Fitted with wheelchair tracking. Low floor access. **Choice of 5 - From only £8,995 or just £49 p week**

Previously owned vehicles

P Fiat Scudo. Wheelchair accessible Taxi bus. Rear Rolac ramp. Tracked seating. Luxury trim. PAS, tinted windows. Metallic paint. Very low mileage. **POA**

N Ford Jubilee EuroCab. Executive 8 seater taxi with full EuroCab body style kit. Semi raised roof. Alloy wheels. Luxury moquette trim. Tracked seating. Wheelchair access. Cost over £25,000 new. **Opportunity at only £16,995**

M LDV 400 D. 16 seaters. Choice of 3 super low mileage examples. All with PAS, M2 seats and lap diag. seatbelts. Ideal for school contract and private hire work. Unbeatable value for money. All finished in white with cloth trim. **From only £69 p week**

M Ford Transit LWB 2.5 Turbo D. 15 seaters. Mint condition. M2 seats and belts. Choice of 3 semi high tops. All one owner. All ready to go right now. Choice of manual or fully automatic gearboxes. Please call for details. **Only 2 left. From £10,995**

M Ford Transit 2.5 D. 8 and 12 seaters. Choice of 5. Various colours. Standard roof and semi high models available. M2 seats and seatbelts. Choice of seating plans. **3 left**

M Volkswagen LT28 Diesel. 12 passengers with front luggage pen. Diagonal seat belts. Superb condition. Very low recorded mileage. A rare opportunity. **at only £11,995**

L Ford Transit 2.5D LWB. 15 seaters. Choice of 3. Superb condition, inside and out. Fitted seat belts. Ready to work. Buy, finance or lease from just **£59 per week**

K Nissan Diesel. 6 and 7 seaters. Low mileage. New luxury trim. Wheelchair accessible. Choice of colours and specifications. Top value for money. **From just £8,995**

K Renault Traffic 8 seater Taxi buses. Choice of 2 with wheelchair access. Low mileage. Mint condition. Perfect for local wheelchair contracts. Top value for money. **One left**

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N 96
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 12 seat diesel minibuses, highback seats, power steering, 3 point seatbelts, superb low mileage vehicles in showroom condition, choice of 2 from
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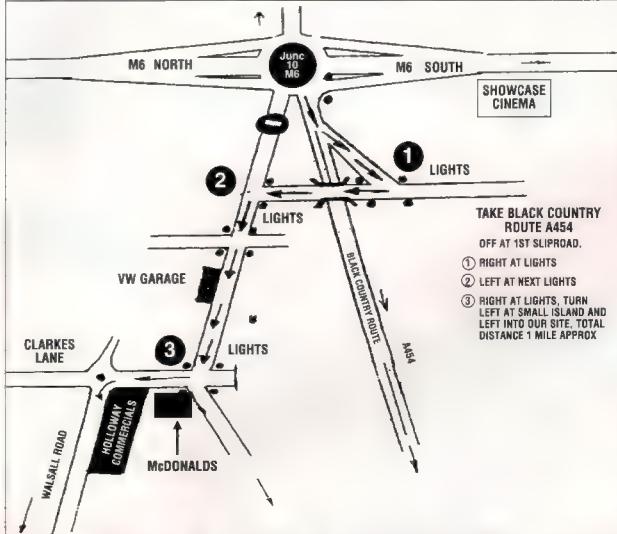


P 97
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M 95
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 1994 M MERCEDES 609D, 24 seater
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614 MERCEDES VARIO, 24 seats, power door, coach spec, luxury, 3 weeks.
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1996 (N) MERCEDES 814 PLAXTON BEAVER, coach spec, 33 seats.
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1990

SCANIA K113 VAN HOOL

51 recliner seats with toilet, H&C water, fridge, Telma, MoT May '98.

£62,500 ono

1989

VOLVO B10M VAN HOOL H/L 49 recliner seats, with toilet, wired for TV & video, very reliable vehicle. New clutch and turbo fitted. MoT May '98.

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- 1985 LEYLAND TIGER 245 TL11, BERKHOF EVEREST, 49 reclining seats and courier seat, continental door, sunken toilet, wiring for video. Special deal on this coach.
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- 1983 VOLVO B10M JONCKHEERE P90 Semi Decker, 57 seats, toilet, long MoT, dateless plate, exterior plain white. Special deal on this coach.
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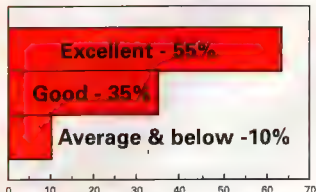


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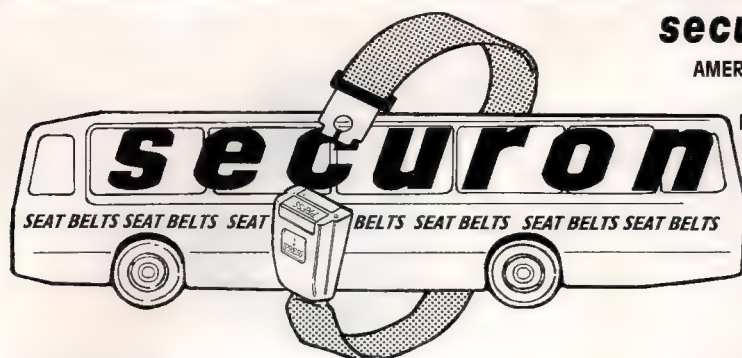
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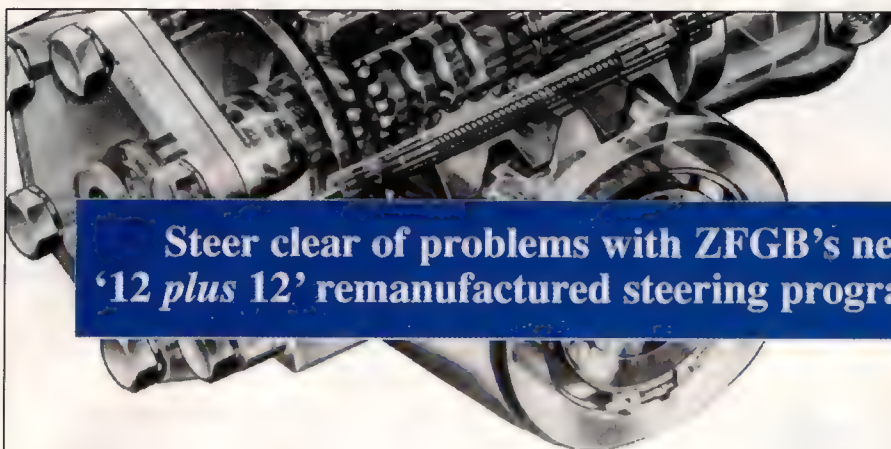
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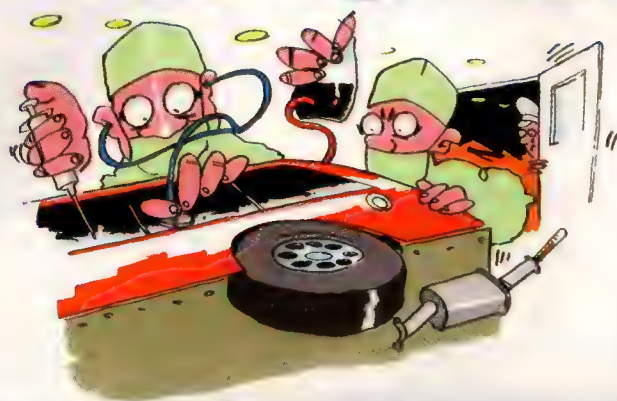
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74249/APP

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If you are a suitably qualified engineer with a proven track record of workshop management with a large PCV operator, used to making structured decisions, enjoy a good industrial relations background and have the ability to communicate effectively with all levels of staff, customers and suppliers, then we would be interested in your application.

The post carries the full responsibility for the planning, budgeting and management of the servicing, maintenance and repair of 500 vehicles based at a number of depots throughout the Group.

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Applications must be submitted in writing to: Mr G. A. L. Charles, Managing Director, Cawlett Limited, 4 Hamilton Road, TAUNTON, TA1 2EH, marked "Private and Confidential".

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74255/APP

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ENGINEERING SUPERVISOR/MANAGER



West Dorset Coaches (Trading as Dorchester Coachways), a subsidiary of the Cawlett Group, has a vacancy for an Engineering Supervisor/Manager based in Dorchester.

Operating a fleet of 45 vehicles Dorchester Coachways mainly on school contracts and local bus services, although there is also a significant coaching operation (private hire, excursions and tours) as well as a daily express coach service to London.

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Applications in writing should be received by Wednesday, 31st December, 1997 and addressed "Private and Confidential" for the attention of David Beaman, Divisional Director - Dorset, West Dorset Coaches Limited, Grove Trading Estate, Dorchester, Dorset DT1 1ST.

74254/APP

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74126/APP

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Chester general manager to retire

CHESTER CITY TRANSPORT has advertised for a managing director following the announcement that its long-serving general manager, David Clark, is to retire next April.

Mr Clark, who will be 57 next year, will have completed a quarter of a Century with the municipally-owned company. He told *CBW* that he felt it was time for a younger person with a fresh approach.

His first post in the industry was with Manchester City Transport where

he was a graduate trainee after leaving Manchester University. He moved from there to become deputy at Blackburn Borough Transport before taking up the post at Chester on 1 June 1973.

At that time Chester ran a fleet of 49 buses and his first order was for a batch of Northern Counties-bodied Daimler Fleetlines starting with fleet number 81. Coincidentally, his last order is for six Wrights/Scania lowfloor buses which share the same fleet numbers.

However, there is a break with tradi-

tion as these latest vehicles are the company's first lowfloors, first Scania's, first Wrights and first 12-metre service buses. And they are not in fleet livery, being for a five-year park-and-ride contract with the city council.

Mr Clark plans to retire to the Grange-over-Sands area of Cumbria where he will be able to indulge in some fell-walking.

He says he will miss the day-to-day 'hands-on' involvement of running the company.

New man at KMB

SHUM YET HUNG, 49, has succeeded John Brownhill as engineering manager at 3,850-vehicle Kowloon Motor Bus in Hong Kong. He was previously depot manager in charge of 600 buses at the Shatin depot.

Mr Brownhill, 60, has retired and now lives in France.

He moved to Hong Kong eight years ago and previously worked in the United Kingdom for Greater Manchester Transport, Scania and Commer.

Magnificent seven

OUT OF 50 Plymouth Citybus drivers who were assessed for their all-round driving, technical and passenger-handling skills, seven have been handed a Grade One assessment.

That, says managing director Brian Fisher, is a remarkably high percentage of top-class results - especially as the drivers were not told when the assessments were to be done.

Now the assessments could lead to the drivers grade one classification being linked to an NVQ award and, having been hailed a complete success, the scheme will be extended to cover all the company's 280 drivers.



Number ones: Plymouth Citybus Grade One drivers Nigel Rowe, Gerry Clare, James Surman, Stuart Walker, Brian Fisher, Bob Hilton and Aaron Fadida

Top changes

VALETMATIC, the UK vehicle wash equipment company, has made two further senior management changes.

Mick Ramsey, 41, is joining in the new position of customer service director. He was previously with Dixons, Sensomatic and Merloni Electrodomestici.

John Lowe, 53, has been appointed interim sales and marketing director to replace Colin Reeve, who is making a career change and leaving the company. His previous employers include IBM, Bell Canada and Kalamazoo.

GMPTE exec

KEITH HOWCROFT is the new passenger services and planning executive for Greater Manchester Passenger Transport Executive.

Mr Howcroft will be responsible to the director general of the PTE for service and strategic planning functions. He was latterly assistant director in the Environmental Services Department of Oldham Metropolitan Borough Council.

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1. What is your primary job title? (Tick one only)

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Senior/General ☐ 02
Engineering/ Service ☐
Manager. ☐ 03
Other (please specify) ☐ 04
Driver ☐ 05

2. What is your company's main business function?

- Bus Operator ☐ 01
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Local Government.. ☐ 03
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Coach Operator ☐ 05
Manufacturer ☐ 06
Other (please specify) ☐ 07

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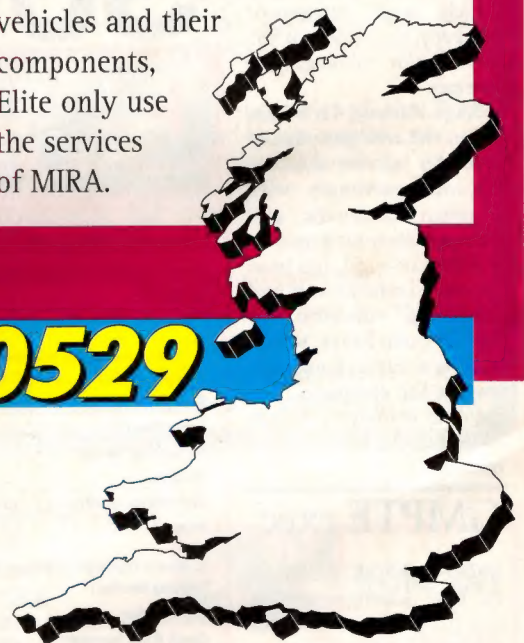
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